NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000998 Date Listed: 09/12/96

Public Service Building and Garage | Multnomah | OR
Property Name | County | State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action: 9.12.96

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Amended Items in Nomination:

Significance:

The period of significance and the significant dates are amended to add: 1947, the date of completion for the five-story brick wings to either side of the central tower.
[Compatible in design, materials, scale, and workmanship, the 1947 additions reflect a completion of the original design by A. E. Doyle. The subsequent 1957 additions, which brought the wings to their current 12-story height, are considered noncontributing elements since they are not yet 50 years old and do not represent exceptional architectural features. While the 1957 additions substantially altered the building's scale and profile, they were completed in a respectful manner that maintained the character-defining elements of the earlier design.]

This information was confirmed with E. Potter of the OR SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

998

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED 2280
AUG 20 1996
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Public Service Building and Garage

other names/site number

2. Location

street & number 920 SW Sixth Avenue N/A not for publication

city or town Portland N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97204

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Deputy SHPO — Date August 12, 1996

Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

9·12·96

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

-0-

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/TRADE--Office Building
TRANSPORTATION--Road Related (Vehicular)

Current Functions
(Enter categories from instructions)

COMMERCE/TRADE--Office Building
--Specialty Store
TRANSPORTATION--Road Related (Vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th AND EARLY 20th CENTURY AMERICAN MOVEMENTS--Skyscraper
Mediterranean

Materials
(Enter categories from instructions)

foundation Granite
walls Terra Cotta
Brick
roof Synthetic
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

The Public Service Building and Garage are located on Block 170, City of Portland, Multnomah County, Oregon. The Public Service Building is located at 920 SW Sixth Avenue and is specifically located on Lots 5-8 of Block 170. The 16-story steel frame building was designed by A. E. Doyle and completed in 1928. The building may be categorized as LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENT--Skyscraper.

The garage is located at 919 SW Fifth Street, specifically located on Lots 1-4 of Block 170. The five story steel frame garage building was also designed by A. E. Doyle in conjunction with the development of the Public Service Building and was completed in 1927. The building may be categorized as LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS--Commercial Style.

The Public Service Building and Garage are eligible for listing in the National Register under Criteria "C" as an outstanding examples in the body of work of A. E. Doyle.

The Public Service Building is listed in the Historic Resources Inventory of Portland and is in overall good condition.

SETTING

The Public Service Building and Garage is located on Block 170. The Public Service Building fronts on Sixth, while the Garage fronts on Fifth. Cross streets are Salmon on the north and Taylor on the south. The building is located in the heart of Portland's financial and business district.

Directly across to the west from the Public Service Building is the recently remodeled Hilton Hotel. To the northwest are two modern office buildings. Directly to the north is the abandoned Greyhound Bus Terminal and the rear elevation of the Pacific Building beyond. Cater corner to the southwest is a modern multistory parking garage. Directly to the south is 1001 SW Fifth, a modern office tower.

Directly across to the east from the Public Service Garage is the Skidmore, Owing & Merrill-designed Georgia Pacific Building (now occupied by Standard Insurance). Cater corner to the southeast is the Multnomah County Courthouse. Cater corner to the northwest is Pioneer Tower.

Fifth and Sixth Avenues form the transit mall, with Fifth being northbound and Sixth southbound. Salmon and Taylor are both major automobile arteries, Salmon westbound and Taylor eastbound.

EXTERIOR - PUBLIC SERVICE BUILDING

The Public Service Building is a 16-story steel frame building in a reinforced concrete base. It occupies a 200' x 100' lot on Sixth Avenue, between Salmon and Taylor, along a north-south axis. The primary facade fronts on Sixth. When it opened in 1928, the Public Service Building was Portland's tallest structure; it remained so until 1958.

As it currently stands, the building consists of a slightly projecting central mass 100 feet across. It rises twelve stories and is then set back 50 feet from the north and south. At the fourteenth floor, the building is again set back 5 additional feet to create a two-story attic which leads to a hipped roof.

At each side is a matching 50 foot wing. As designed, these wings to the fifth floor. As originally built, these wings were only two stories tall. In 1947, the wings were raised to the fifth floor where a slight discoloration of the brick is apparent. Ten years later, they were raised to their present height of twelve stories.

The central mass has a two-story veneer of terra cotta on a granite base. The terra cotta is rusticated and has a gray granite-like glaze. The ground floor level is arcaded with five matching round arched openings with rusticated terra cotta voissours. The center opening serves as the building's entry. Beginning on the second floor, flat pilasters divide the facade into twelve bays wide, each approximately 9 feet. Each bay consists of a single casement window metal frame with single glaze. Windows at the base are cast iron painted a weathered bronze, above they are painted steel frame. On the second floor, the sills are terra-cotta, above they are brick. A terra cotta belt course of enlarged and flattened wave scroll runs above the base, separating the second and third floors. A dentil band separates the mass from the attic.

The attic level is 100 feet x 100 feet and is two stories tall. The dominant feature is a nine-column loggia which is replicated on all four sides. These columns are cast stone with terra cotta Corinthian capitals. The roof line is decorated then with machicolations. Above is a second attic one story tall capped with a metal hipped roof. The tower roof was originally red tile with a story high sign on top. Individual letters each 12 feet high with a sign border 20 feet high outlined in neon on the sign spelled "GAS," "POWER," "HEAT," and "LIGHT"on the four sides. The neon allowed three colors and white and were produced by Electric Products Company of Portland. The sign was removed and the tile roof replaced in 1973.

The two wings are identical, 50 feet long and twelve stories tall. They proportionately follow the design scheme of the central mass. They have a two-story veneer of terra cotta on a granite base. The terra cotta is rusticated and has a gray granite-like glaze. The ground floor level features a central arched opening with rusticated terra cotta voissours. Balancing this is pair of rectangular display windows, creating a Palladian affect. These windows had four light circuits to provide varied lighting affects including color and shadowing. They are cast iron painted a weathered bronze. Beginning on the second floor, flat pilasters divide the facade into six bays, each approximately 9 feet. Each bay consists of a single casement window metal frame with single glaze. On the second floor, the sills are terra-cotta, above they are brick. A terra cotta belt course of enlarged and flattened wave scroll runs above the base, separating the second and third floors. The cornice line is terra cotta with a dentil band.

Each wing has a shallow light court approximately 20 feet square at the east elevation.

As originally built, the wings features a hipped red tile roof above the story. In 1947, the roof was removed and the wings raised to five stories. Ten years later, they were raised to their present height.

The north and south facades are identical and follow the design scheme of the primary facade. The ground floor features five rounded arched tripartite windows, divided into three sections horizontally. Above are ten bays created by flat pilasters. Windows are metal casement with single glazing. At the base, they are cast iron painted a weathered bronze. Above they are painted steel frame. The base is granite, the first two stories rusticated terra cotta and the upper stories brick. A wave belt course separates the second and third floors. The ground floor openings at the west end were substantially remodeled in the 1960s to house *I Magnin*, and later in the 1980s for *Nike*.

INTERIOR

As originally designed, the main entrance opened to a substantial two-story lobby flanked on each side by a display and sales area. The original lobby is said to have been the work of Pietro Belluschi, who was working for Doyle. The lobby featured a vaulted ceiling with bronze work on the elevator shaft doors, large pendant lamps and golden brown Italian Marble. In the center was an electric fountain with multicolored lights. Secondary entrances at each of the wings allowed direct access to the display rooms and sales and display rooms and to the cashier desks. The remainder of the building was dedicated to office and employee functions. Of note were lounge rooms, auditoriums, cafeteria and open roof area on the third floor originally.

The interior floor plan above the lobby is built around a central core that contains the elevators, stairs and restrooms. Generally, access is by a single north-south corridor; although this varies according to tenant needs.

The interior has been altered substantially over the years. This includes a 1962 $350,000 renovation to give the building the look of "a modern office building." and involved removing the lobby displays and the "neo-Italian" look.

ALTERATIONS - Public Service Building

1947-48	Wings built to five stories. United State Bank branch office installed at north end of the ground floor. Design by Belluschi and Skidmore, Owings & Merrill
1957	Wings built to full height; auditorium and cafeteria added on second floor; elevators upgraded. Design by Skidmore, Owings & Merrill.

1962 Lobby and interior remodeled with the exception of the lobby elevator doors. Retail space created at south end for I Magnin, includes blocking ground floor windows at south end for display. Design by Skidmore Owings & Merrill.

1973 Roof replaced; sign removed. Design by Skidmore, Owings & Merrill.

1990 Ground floor, entry and windows at south end altered by Carmen Thompson Farnum & Igondi for tenant (Nike).

EXTERIOR - Public Service Garage

The Public Service Garage was designed by A. E. Doyle in 1927 in conjunction with the design of the Public Service Building. It was designed as a self-service ramp garage with vehicular access off Taylor. Storefronts were located on Fifth Avenue and Salmon. The garage was the second ramp garage built in the City of Portland; the first being designed by Doyle the year earlier on Pine Street between Sixth and Broadway.

Built on a downward slope west to east, the garage consists of two masses, each six stories tall (and two stories below grade) and each 50 feet wide, one half story apart in height. This design accomplished three goals: 1) It provided a maximum number of spaces within the massing; 2) it created a reasonable roof line along Salmon and Taylor; and perhaps most important, 3) allowed a westward sight line which offered a truly impressive view of the Public Service Building.

The building is reinforced concrete. The primary facade is along Fifth. The secondary facades are on Taylor and Salmon. The west facade is a party wall.

The Fifth Avenue facade consists of 13 bays, each approximately 15 feet wide. The bays are identical with the exception of the two end bays. Each consists of a ground floor storefront with a pair of steel sash windows each with twelve lights (4 x 4 x 4) on floors two through six. These windows were separated by a decorative wood mullion. On the second floor, these windows had terra cotta sills; on the upper floors, the sill was cement. The storefronts featured traditional plate windows with transom lights with wood mullions and frames. The base was marble and the veneer rusticated terra cotta on levels one and two, and brick above, matching that of the Public Service Building.

At the center of the facade was the primary public entrance to the garage. It consisted of a foyer, cashier office, manager's office, waiting room, and elevator lobby.

As noted, the north and south facades were essential mirror images with the facades repeating on each mass. Each was divided into three bays, again approximately 30 feet in width. The outer bays were identical with a ground floor storefront and single steel sash window above on floors two through six. The interior bay had a ground floor storefront with a set of three steel sash windows. As with the Fifth Avenue facade, the ground floor skin was rusticated terra cotta on the first two levels, brick above. Sills are terra-cotta on the first two levels, cement above. A fire escape was also located on this facade.

Vehicular access was off Taylor in the middle of the block (from the west, bay 1 out and bay 2 and 3 in). Bays 4-6 were commercial. Along Salmon, all six bays were used for storefronts.

INTERIOR -- Public Service Garage

Above and below level one, the interior consists exclusively of parking spaces with a total of fifteen levels. Each level contained parking for approximately 40 cars per level. A central stair and two passenger elevators provided access to the various levels. Parking spaces are aligned perpendicularly off a central aisle on each level. Notable features originally included glass partitions and curbs for safety.

The garage was modernized by Skidmore, Owings and Merrill in 1962. The terra cotta removed, as were the windows, and a concrete skim coat covered the facade to give the building a more streamlined look. On the interior, the storefronts have been modified substantially over time, though the parking garage remains largely intact.

ALTERATIONS - Public Service Garage

1946	Storefront alterations to 937 Fifth by Hugh Cook, AIA, for Brighton Homes.
1962	Major exterior renovation by Skidmore, Owings and Merrill involving the "modernization of storefronts," removing the rusticated terra cotta and window sashes.

1962	Storefront and interior alterations to 921 Fifth by L. C. Lamberson for State Loan Company
1969	Storefront and interior alterations to 919 Fifth by Barnes, Hilger and Maslen for M. and M. H. Sichel
1970	Storefront alterations at 508 Taylor for U.S. Bank
1971	Storefront and interior alterations to 937 by Modern Bridal for Modern Bridal
1974	Storefront and interior alterations to 508 Taylor by Hoffman Engineering for New York Life Insurance
1975	Storefront and interior alterations to 919 SW Fifth by Radio Shack for Radio Shack
1977	Storefront and interior alterations at 937 Fifth by Van Domelen & Looijenga for Photo Finishing
1989	Automatic sprinklers installed
1990	Storefront and interior alterations to 937 Fifth by Soderstrom for Happy Bowl

Public Service Building and Garage
Name of Property

Multnomah, OR
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☐ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1927-1928

Significant Dates

1928

1927

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

A. E. Doyle

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☒ Other Oregon Historical Society

Name of repository:

PUBLIC SERVICE BUILDING AND GARAGE (1927-1928)
920 SW Sixth Avenue
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The Public Service Building and its associated garage fill the entire block in downtown Portland that is bounded by SW Sixth and Fifth Avenues, Taylor, and Salmon Street. One of the outstanding late works from the office of A. E. Doyle, the office tower, which fronts on Sixth Avenue, is a 16-story steel frame construction on a base of reinforced concrete. The building is faced with granite and gray glazed terra cotta and is detailed restrainedly in the Mediterranean idiom with an subtle admixture of Modernistic motifs. The adjoining garage, brought to completion in 1927, was planned as an integral feature of the large office tower for utility companies. The garage was clad with terra cotta before its remodelling in 1962.

As originally designed, the core volume was flanked by two-story, hip-roofed wings which were raised to five stories in 1947 and increased to a height of twelve stories in 1957 in the course of renovations designed by Pietro Belluschi and the firm of Skidmore, Owings and Merrill. Pietro Belluschi was Doyle's associate, and he was directly involved in the initial project. Doyle, however, was responsible for overall design of the building and garage, which had been planned over a period of several years. After Doyle's death in 1928, Belluschi became principal of A. E. Doyle and Associate and he retained that firm title another 15 years. A. E. Doyle had been a leader in tall building design locally. His firm had produced the Terminal Sales Building, a 13-story wholesale market building of reinforced concrete at SW Twelfth and Morrison. Upon its completion in 1927, the Terminal Sales Building was the tallest building in Portland's central business district. The distinction was short lived. The Public Service Building would eclipse the predecessor skyscraper and hold the record for the next 30 years.

The Public Service Building is significant under National Register Criterion C because it represents the culminating statement in A. E. Doyle's mastery of long standing in tall building composition. Not only did the Public Service Building push beyond local standards in vertical scope, it struck a balance between harmonious, formal design based on Classicism and the modern emphasis on geometric form. In this project, the termination of a 16-story parti was resolved, and satisfactorily, in the manner of very tall buildings in metropolitan centers since the 1910s, with set back and loggia recesses. The tower's attic was straightforwardly capped by a hip roof.

SETTING-Block 170

The Public Service Building and Garage are located just outside the original Portland Plat of 1845. The land--what is now downtown Portland--was first claimed in 1843 by a frontiersman from Tennessee by the name of William Overton. To file his 640-acre claim, Overton hired an Oregon City lawyer by the name of Asa Lawrence Lovejoy, paying him with a half interest in the property. In 1845, the proprietors hired a surveyor to plot 16 blocks from the river to Second Street, from Jefferson to Washington. The blocks would be 200 feet square and the streets 60 feet wide.

By the 1870s, the city had incorporated and expanded well beyond Second Street. The area to the west of the business district was on higher ground, overlooking the River. It is there that Henry Failing bought Block 170 and built his family home.

Failing was born and educated in New York City. He arrived in Portland in 1851 at the age of 17. His father and uncle formed J. Failing & Co. on Front Street and shortly after arriving (1854) his father was elected mayor. In 1858, at the age of 24, Henry Failing married Emily Phelps Corbett and with her had three daughters. In 1864, Henry followed in his father's footsteps and was elected Mayor. In 1869, Failing and his brother-in-law, Henry Corbett, bought control of First National Bank; Failing served as the bank president until his death in 1898. And in 1871, the two merged their two mercantile houses into the Corbett-Failing Company, which became one of the largest hardware supply businesses in the northwest. In 1873, Failing was elected to a second term as mayor.

In 1876, Failing built an elegant three story brick Second Empire style home on block 170. The house was furnished with elegant trappings bought by Failing on a long trip to Europe. As the daughters grew older, they continued to live in the house and treat it as the homestead. Failing died in 1898. For the next three decades, as the Victorian home aged, Portland's downtown area rapidly developed.

In 1924, the Failing sisters sold the old family homestead on SW Taylor and Sixth for $450,000 to Lee Phillips, a Los Angeles capitalist who planned to build a new, first class hotel on the site. With an unexpected downturn in the downtown hotel trade during the first part of 1925, the purchaser reconsidered his plans and resold the property. Phillips insisted on selling the block undivided. To accomplish that goal, the Electric Bond and Share Company joined with Portlander L. H. Hoffman and partners. Electric Bond bought the west half of Block 170 for $300,000 with the intent of building a headquarters buildings. Hoffman bought the east half for $250,000 as an investment

property for development; in this venture, Hoffman's partner was Guy Talbot, President of the three local public service entities under Electric Bond's control. The deal was complete December 1, 1925.

HISTORY OF THE BUILDING

In the unregulated marketplace of the 1920s, numerous small local enterprises were being consumed by holding companies financed through stock sales on the New York Stock Exchange. Nowhere was this consolidation more true than in public utilities. By 1927, as few as ten giant utility systems controlled nearly three-fourths of the total electric light and power business in the United States. One of the largest growing utility groups was Electric Bond & Share of New York. One of its major holdings was American Power and Light, which in turn owned Pacific Power and Light and Portland Gas and Coke. In 1925, through a syndicate of Eastern investors, American also acquired Northwestern Electric. In 1927, American then reincorporated all of its Oregon holdings under the general control of Pacific Power and Light. Under the single direction of Guy Talbot, the three entities continued to operate as separate companies, and after 1928, all were housed in the Public Service Building.

Built on the site of the Henry Failing House, the Public Service Building is a landmark structure for the city of Portland. The 16-story building was Portland's tallest building for 30 years. It was designed by the firm and direction of A. E. Doyle. Besides being one of Doyle's largest commissions, it was also one of his last works; three weeks after the opening, the architect died. It was one of the earliest projects in which Pietro Belluschi played a major role; by the project's end, he was the firm's chief designer and is reputed to have designed the original lobby. The general contractor for the $1.5 million project was L. Hawley Hoffman; the Public Service Building catapulted this relatively small construction company into one of the dominant construction firms in the Pacific Northwest today. Finally, it was anticipated that the Public Service Building would substantially alter downtown transportation patterns; the building was expected to attract 25,000 people weekly.

The Public Service Building was conceived in 1925. Shortly after the purchase of Northwestern Electric, Electric Bond purchased the old Failing estate. From the outset, the Public Service Building was to be a statement, to be Portland's tallest building. Selection of Doyle as architect was not surprising. At the time, Doyle was the city's premier architect having designed the Northwestern Bank Building (the current tallest structure), then working on the Terminal Sales Building (the tallest structure when completed), and not coincidently architect for the U. S. Bank Building, which was financing the Public Service Building.

One surprise in the construction team was the selection of L. Hawley Hoffman and Company as general contractor. The selection was made by Talbot himself. At the time, Hoffman was a novice contractor. His father was one of Portland's early bridge builders, and an associate of Charles Swigert. Although he received a degree in architecture, Hoffman the junior thought he could make more money in construction and formed his firm in 1922. Up to that point, he had constructed mostly garages and small apartment houses, mostly in the Nob Hill neighborhood. His first major project was the Terminal Sales Building, a $400,000 job started in 1926.

Talbot paid Hoffman a fixed fee of $50,000 for the $1.5 million job. The obvious reason for the low fee likely was a simultaneous real estate deal involving the east half of the parcel. Shortly after purchasing the parcel, Hoffman and Talbot organized a company called Pacific Properties. The firm then hired Doyle to build a garage and store building.

Construction on the garage actually preceded the Public Service Building. Plans were filed on June 22, 1926, ground broken on July 10th and the building ready for occupancy by December 1. With a rusticated terra cotta ground floor and tan brick above, the Doyle-designed garage was a precursor of his design for the Public Service Building. Divided into two halves, east and west, the ramp garage would offer parking for up to 600 cars. Chauffeur service, garage services, and a first-class lobby were all included. Innovations included wire glass partitions and curbs to provide maximum visibility and safety for the portion of the garage. The interior design and furnishings were chosen by Mrs. Talbot, wife of the utility companies' president.

In January, 1927, as the garage opened, work on the Public Service Building began. Initially, the design was modeled on the Alabama Power and Light Building in Birmingham. This was the building first offered in 1926 to the newspapers as an example of what the new structure would look like. Subsequently, the Pacific Gas and Electric Building in San Francisco served as the inspiration.

By April, Portland steel erectors Poole & McGonigle had completed the frame with 4.6 million pounds of steel. Concrete floors were poured at a rate of one floor every two days. By October, Hoffman had the exterior completed. Plate glass windows on the first floor would be installed shortly, while interior plaster and wood work was commencing on the 12-15th floors.

Of the 16 stories, 85% of the space was taken by the three utilities, Northwestern Electric, Portland Gas and Coke, and Pacific Power and Light. Space available for lease was located on the ninth through 14th floors. The largest lease was that of the New York Life Insurance Company, which

took the entire 10th floor. Rentals were handled by L. L. Levings, real estate manager for Portland Gas and Coke Company.

The entire ground floor, except for the lobby, was used by Portland Gas & Coke and the Northwestern Electric Company for appliance display rooms and cashier cages. The north half of the floor was used by the Northwest Electric company for its salesroom. Portland Gas & Coke used the south half for its salesroom. The cashier cages and information desks were located behind the elevator shafts.

The mezzanine floor was used for statistical and records departments. The second floor housed general offices.

Of particular note was the third floor, which was devoted to the comfort of employees. A large auditorium occupied the Salmon Street wing. It was large enough to seat 300 and was equipped with a stage. Adjoining was a technical library and large conference room. Lounge rooms for both men and women were also on this floor as was a rest room for women employees. A large lunch room was provided where workers could make coffee and eat lunch. On the opposite side of the building, the roof was open, creating an attractive patio for noonday promenades.

The fourth floor housed the operating staff for Portland Gas and Coke. The fifth floor was used by Northwestern Electric and with the operating staff of Pacific Power & Light on the sixth floor. The seventh and eighth floors was used by the investment-purchasing and treasurers offices respectively.

Executive offices of all three companies were on the fifteen floor, with the engineering drafting room on the 16th floor. In addition to the drafting rooms, five studio rooms were available for rent on this floor.

Capping the building were individual neon letters 13 feet tall spelling out "GAS," "POWER," "HEAT" and "LIGHT" on the four sides of the building.

As constructed, the building was a model of efficiency. One of the features was a bank of four high speed Otis elevators. The lifts were signal-controlled automatic in operation and ran at a speed of 800 feet per minute. Travel time from the ground floor to the 16th floor was only 15 seconds. In addition, the building had thermostatic operation of heating and ventilation, garage space in the basement for the cars of company officials, and an interoffice telephone system.

Moving began on December 17 and was completed in 48 hours. On Tuesday, January 3, in the midst of an unscheduled major blizzard, the three utility companies held a formal open house from 8:30 a.m. to 11:00 p.m.. Ushers and guides were on hand to take visitors through the building and at night two orchestras provided concerts on the third floor for the guests.

Despite the rosy descriptions, the Public Service Building had actually been scaled back from its initial designs. Doyle had planned on the wings rising to the fifth story, thereby matching the roof line of the adjacent garage, which he had also designed. This blending of rusticated terra cotta with brick would have also blended the two structures together more effectively and made a masterful statement. It took twenty years, but the additional three stories were finally added in 1947. Nine years later, the wings were brought to their present height at the twelfth story.

In 1962, Pacific Power and Light spent $550,000 to modernize the building, "to bring it more into character with today's office buildings." Of that, $350,000 would be spent on the building, $200,000 spent on the garage. The work, done by Skidmore, Owings and Merrill, involved redoing the lobby, eliminating the display areas, installing *I Magnin* in the southwest ground floor area, and giving the building an overall face-lift. The garage with storefronts was vacated, the terra cotta removed and the exterior given a "modern" look with concrete veneer and an emphasis on rectilinear designs.

The building continues to serve as headquarters to Pacific Power and Light.

The Public Service Building and Garage - a single design

Certainly, the Public Service Building and Garage were built as a unit: One the creation of corporate America to create a powerful architectural statement and efficient operations; the other the creation of locally-based entrepreneurs able to capitalize on an opportunity. Both buildings were designed by Doyle. In designing the Public Service Building, Doyle clearly planned on the east half of the block not being developed further. As built, the garage employed the same decorative palette, included ground floor rusticated terra cotta. Further, he capitalized on sight lines to create a stunning perspective from the east. This may explain why he split the building into two halves east to west. Certainly, the sight line would not work if the garage were one story lower or taller.

The American Light and Power Company, again with Guy Talbot as President, estimated that the new building would draw approximately 25,000 people to the site *each week*. Yet, at that time, with an emphasis on efficiency, corporations did not look to ancillary customer services as a source of

additional profits. The building offered virtually no parking, no food service, no consumer services at all. Certainly, here was an opportunity.

Finally, the order of construction provided maximum efficiency. The deal was conceived in a week's time. Design for the larger structure was questionable. Initial thoughts wanted the building patterned after the Alabama Power and Light Company Building in Birmingham. Construction would take a year, exclusive of preplanning. By contrast, the garage was a smaller project which could be completed concurrent with the design phase of the larger. Doyle had designed a ramp garage on Pine Street that was similar in size the plans for which could be readily adapted to the Public Service Building site. This construction order would also allow Hoffman, who was being paid a mere $50,000 for the entire project, to organize subcontractors and materials in an efficient manner.

ALBERT E. DOYLE - ARCHITECT

The architect for the Public Service Building and Garage was A. E. Doyle with Charles K. Greene serving in the design capacity. In the middle of the project, Doyle fired Greene on a matter unrelated to his work and named Pietro Belluschi as his replacement. The original lobby is said to have been Belluschi's work alone. Regardless, there can be no doubt that the Public Service Building and Garage was a project of Doyle's maturity and premier talent.

Born in California in 1877, Doyle arrived with his family in Portland five years later. Educated in the city's public schools, he learned a great deal about construction from his father who was a carpenter and building contractor. When he was 14, Albert went to work as an apprentice in the architectural firm of Whidden & Lewis. At the time (1891), William Whidden and Ion Lewis had been partners for only three years but were responsible for the design of many of the city's fine classical buildings. While Doyle was with them, the firm produced structures such as the Public Library (1891) and the Packer-Scott Warehouse (1891-92). After ten years with the firm, Doyle attended the College of Architecture at Columbia University for approximately two years. His interlude in New York City also entailed employment in the office of architect Henry Bacon, the designer of the Lincoln Memorial. After Columbia, Doyle spent time at the American School of Architecture in Athens where he reflected upon the ruins of classical Greece and Rome. He then returned to the office of Whidden & Lewis in 1906 to watch the rise of one of Portland's first skyscraper, the Wells Fargo Building (which is now a part of U.S. National Bank).

Doyle opened his own office in 1907 and within a year took on as his partner W.B. Patterson, a

construction supervisor. It was then that Doyle received his first major commission: a ten-story addition to the Meier & Frank department store. Originally, he designed the addition to match the old building but the owner of the store talked Doyle into changing the design to match the white terra cotta commercial palaces found in Chicago. Identical Doyle-designed additions were built in 1915 and in the early 1930s to complete the present block. This building is listed in the National Register of Historic Places.

For the next ten years, Doyle's office had a dominant influence over Portland's downtown skyline. During this time, he produced buildings such as the Selling Building, 1910; the Oregon Hotel (Benson Hotel), 1911; the Central Public Library, 1913; the Northwestern National Bank (American Bank) Building, 1913; the Morgan Building, 1913; Pittock Block, 1914; and U.S. National Bank, 1917 and 1925.

Doyle's office went through a number of corporate name changes during this period, first to include Patterson and then to include engineer James G. Beach. Beach, a son-in-law to Simon Benson, had become a partner at the time the Oregon Hotel project began. By 1915, both Patterson and Beach had both left the office and Doyle began operating under his own name as Doyle & Associate.

Of Doyle's designs during this early period, the Benson drinking fountain has been one of the most influential. Northwest Magazine states that "a Benson fountain is an epitome in miniature of Doyle's design talent: wholly practical, timeless in its traditional motif, and a balanced, tasteful work of art." These bronze fountains, first designed in 1913, are still being cast today for the city for new locations.

On his own, Doyle's designs continued to influence Portland's skyline. Buildings such as the Broadway Theater, Portland's grandest of the time; the Terminal Sales Building, 1926; and the Bank of California Building, 1926, are among these. Outside of Portland's center city Doyle designed the shingled beach cottages of "Lakecliff," which is west of Hood River, and some of the Tudor-style buildings on the campus of Reed College.

Doyle died in 1928 just as the long building boom was about to end, but not before he had made a permanent mark on Portland architecture. As a result of his apprenticeship with Whidden & Lewis, classroom training at Columbia, and travel in Europe, Doyle had become a master at designing buildings in the classical architectural styles. His love of traditional design, however, did not include traditional building materials; for instance, the Benson Hotel, American Bank Building, and Morgan Building all featured the popular new building material of the time, glazed terra-cotta. Most of

Doyle's buildings have survived to this day and it is fair to say that no one else has had such a lasting or widespread effect on Portland's city scape.

Doyle died three weeks after the opening of the Public Service Building. His largest project, the Public Service Building and Garage represent a stunning capstone to a stunning career.

HISTORY OF TERRA COTTA IN PORTLAND BUILDINGS

There are different types and uses of glazed terra cotta. Portland office buildings generally used architectural terra cotta. This type is a design of hollow blocks of baked clay hand-pressed into molds and used to decorate the exteriors of buildings. Most of the terra cotta buildings are found in the downtown core of the city, but there are also residential and institutional examples outside the city center. These buildings were constructed in Portland from 1905 to 1930.

Although dating back centuries, architectural terra cotta became popular as an overall facing in the 1890's, beginning in Chicago. Use of terra cotta in Portland commercial buildings started around the same time. The period between 1907 and 1920 was the main period when large commercial buildings in downtown Portland were clad in terra cotta. The popularity of terra cotta resulted from the popularity of steel framed skyscrapers; these large commercial structures needed a protective, yet lightweight and economical facing. Terra cotta answered these needs. Molded and glazed, it also gave the architect an economical, creative source for decorative exterior treatments.

Architectural terra cotta is of hard-baked, fine-grained clay. It is similar to brick, but made of a finer grade of clay and fired at a higher temperature. Generally, it is manufactured in hollow blocks, 4 inches deep with faces typically 12x18 inches.

Given the decorative nature of the facing, terra cotta ornamentation begins with a set of shop drawings translated from the architect's drawings. These drawings outline each individual piece of terra cotta, with details including how it is to be secured. From the drawings, sculptors employed by the terra cotta firms make plaster and clay models; the plaster for the main body and the clay for the detail. In interpreting the relatively simple shop drawings, the model makers supply their own sense of proportion, scale and texture to any ornamentation. In addition to the detailing required, terra cotta firms must also plan for shrinkage when the clay is baked; shrinkage varied according to the clay used but could be as much as 10%. From the models, the manufacturers created plaster molds. From there, grog (ground-up, previously burnt clay) is added to the clay to control plasticity

and firing behavior. The mixture is wetted, blended, aged up to 24 hours and then hand-pressed into the molds. Carefully pressed, the clay is left in the mold for several hours. After which, the presser removed the clay and cleans off any imperfections. The terra cotta is then placed on a drying rack for about 24 hours. The piece is then glazed accordingly and fired. To allow the piece to warm and cool gradually, firing generally stretches from days to a week. Subsequently, the pieces are checked for size in the fitting room and shipped.

The dominant firm manufacturing handmade architectural terra cotta for the Portland market was Gladding, McBean and Co. of San Francisco. In the 1880's, Charles Gladding, visiting from Chicago, convinced his Midwestern partners to establish a plant in Lincoln, California after sending them samples of the clay. Initially, Gladding, McBean and Co. manufactured sewer pipe, but almost immediately began producing architectural terra cotta for buildings in Portland and elsewhere on the west coast. Other terra cotta firms active in Portland during the period were N. Clark & Son and Washington Brick, Lime & Sewer Pipe Company.

Masons installed the terra cotta from scaffolding while working from drawings. They attached the terra cotta to the building's skeleton using metal anchors. Generally, anchors were made of wrought iron before 1930. Preservation of such terra cotta is often difficult as water seeps in and rusts the anchors; the weathering eventually explodes the terra cotta. Once in place, the masons would saturate the terra cotta with water, rake out the 1/4 inch joints about ½ inch and point.

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Public Service Building and Garage
Name of Property

Multnomah, OR
County and State

10. Geographical Data

Acreage of Property less than 1 acre (40,000 sf.) 0.92 acres

Portland, Oregon-Washington 1:24000

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	10	525160	5040290
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President

organization Heritage Investment Corp. date November 20, 1995

street & number 123 NW 2nd Ave., Suite 200 telephone (503) 228-0272

city or town Portland state OR zip code 97209

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Gremar Properties

street & number 715 SW Morrison St. telephone 221-1440

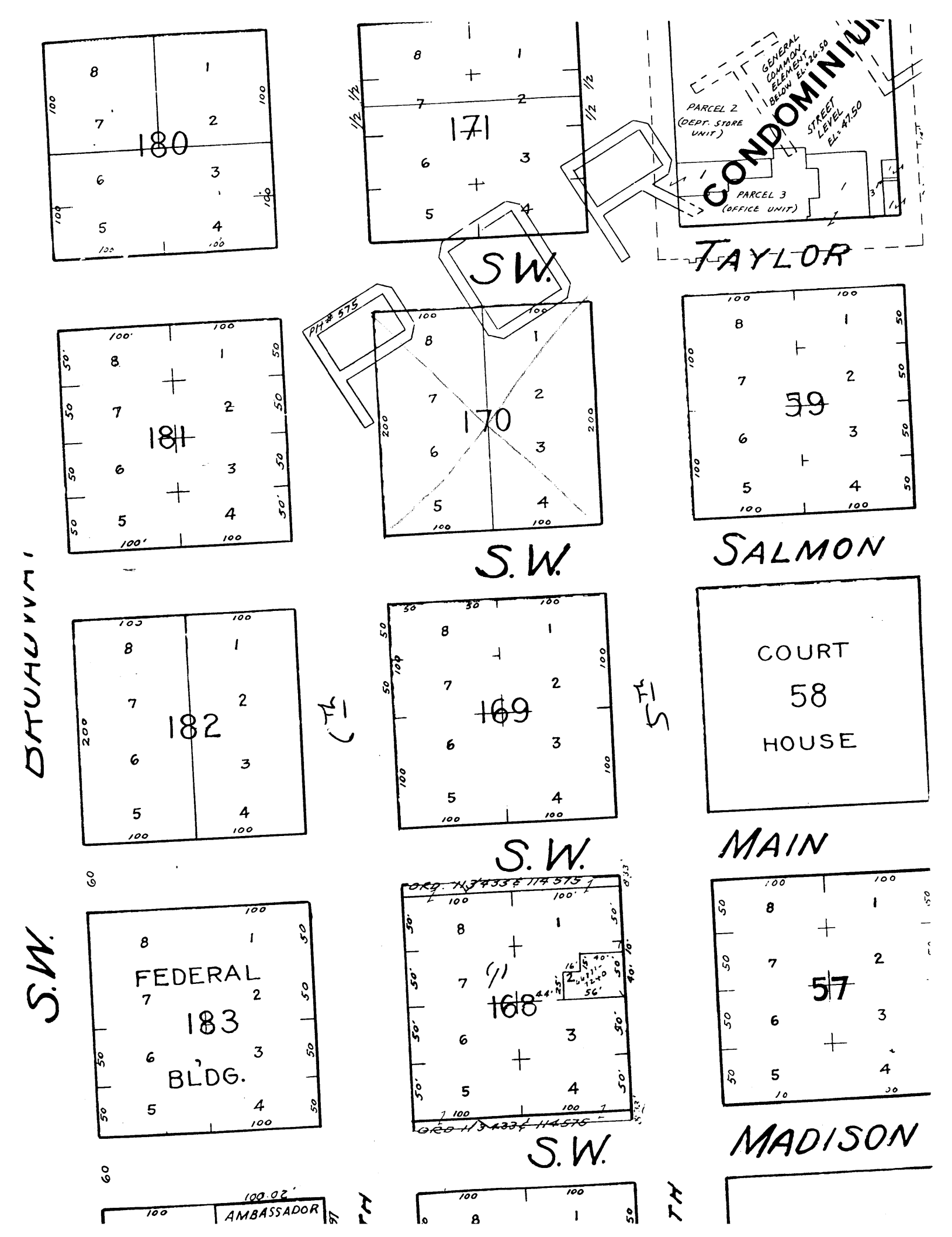
city or town Portland state OR zip code 97205

VERBAL BOUNDARY DESCRIPTION

The Public Service Building and Garage are located on Lots 1-8, Block 170, Portland, Multnomah County, Oregon.

BOUNDARY JUSTIFICATION

The boundary is the legally recorded boundary lines for the building for which National Register status is being requested.


180
171
CONDOMINIUM
GENERAL COMMON ELEMENT BELOW EL. +26.50
PARCEL 2 (DEPT. STORE UNIT)
STREET LEVEL EL. +47.50
PARCEL 3 (OFFICE UNIT)
TAYLOR
SW.
PH # 575
181
170
59
SALMON
S.W.
BROADWAY
182
169
COURT
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HOUSE
MAIN
S.W.
FEDERAL
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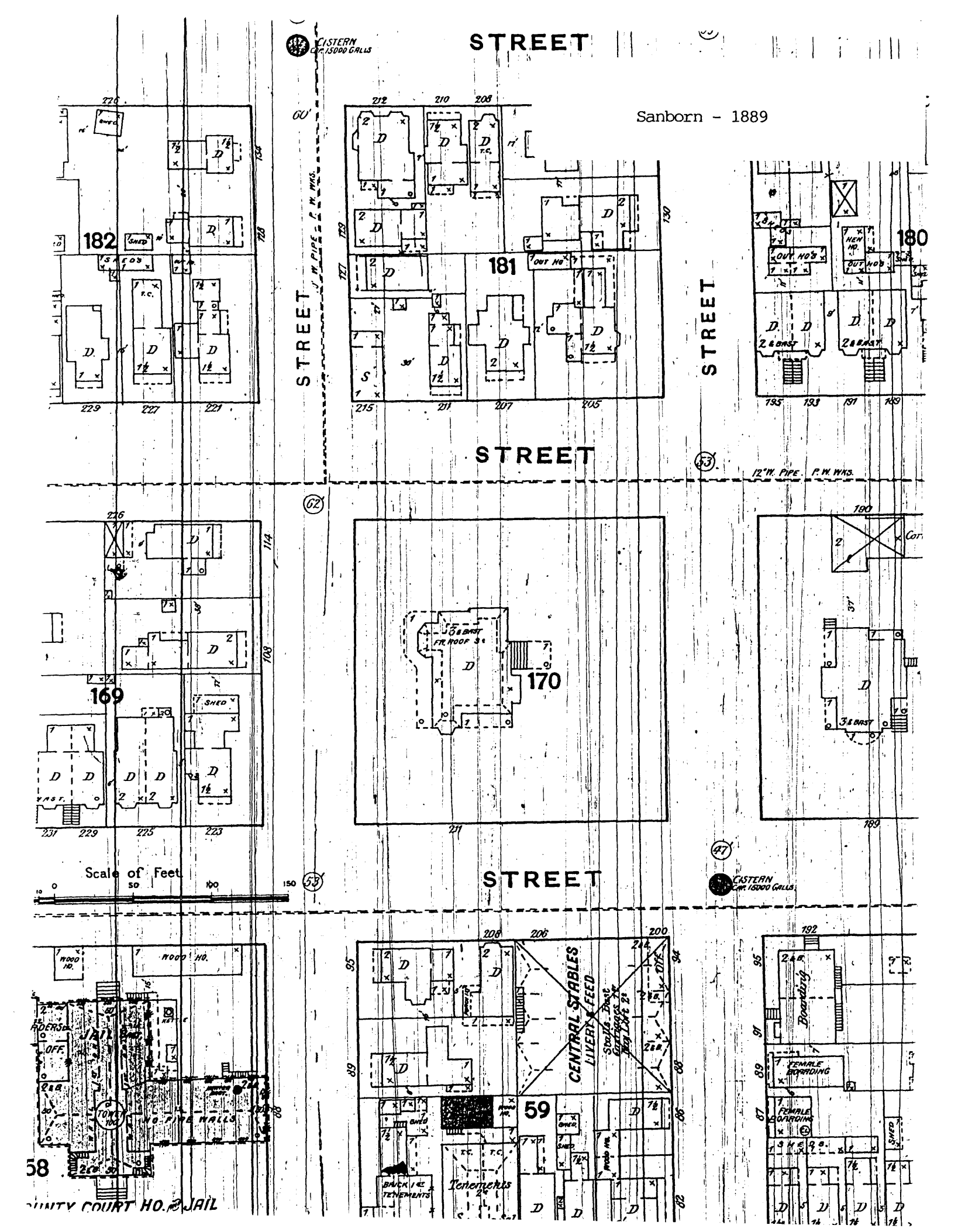
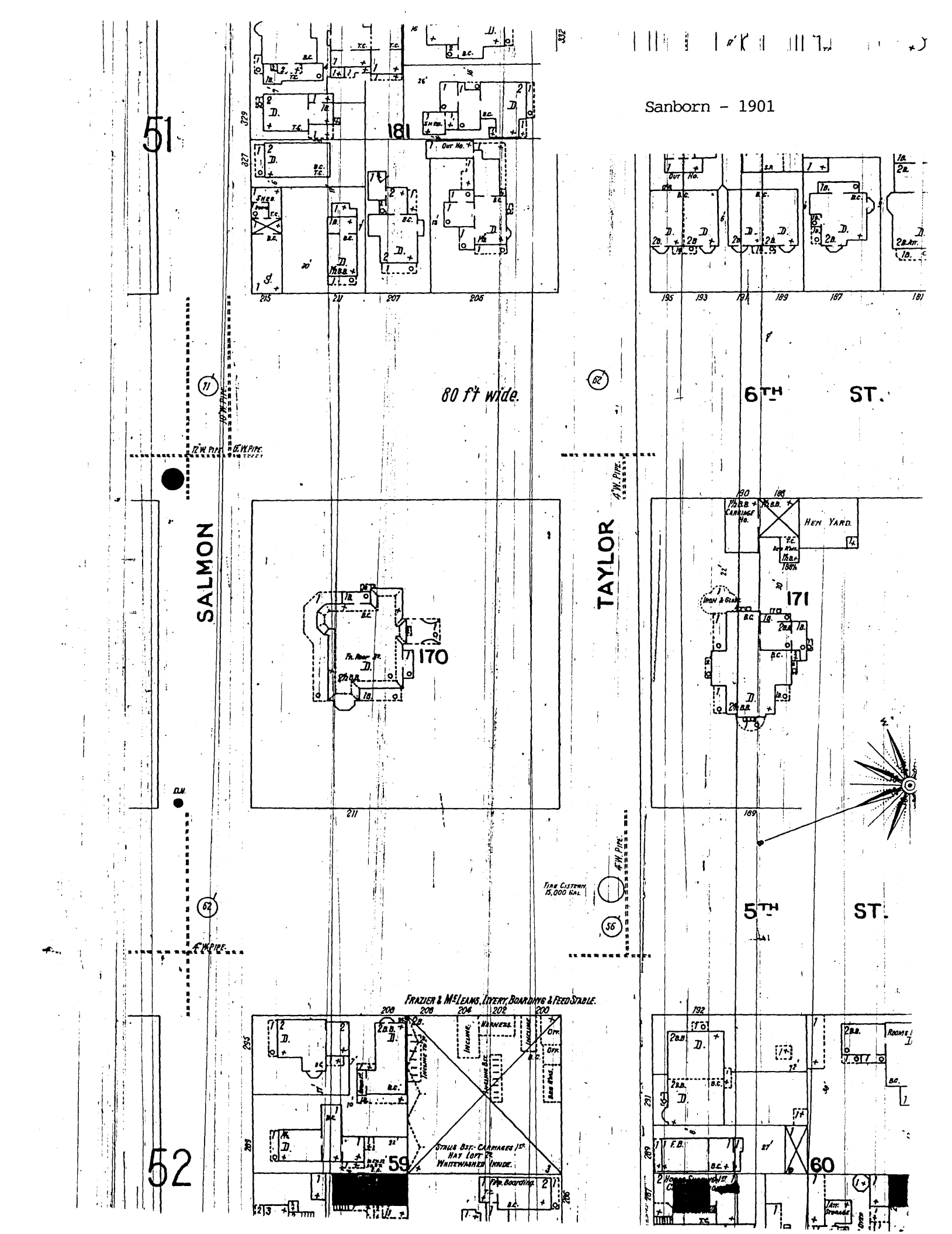
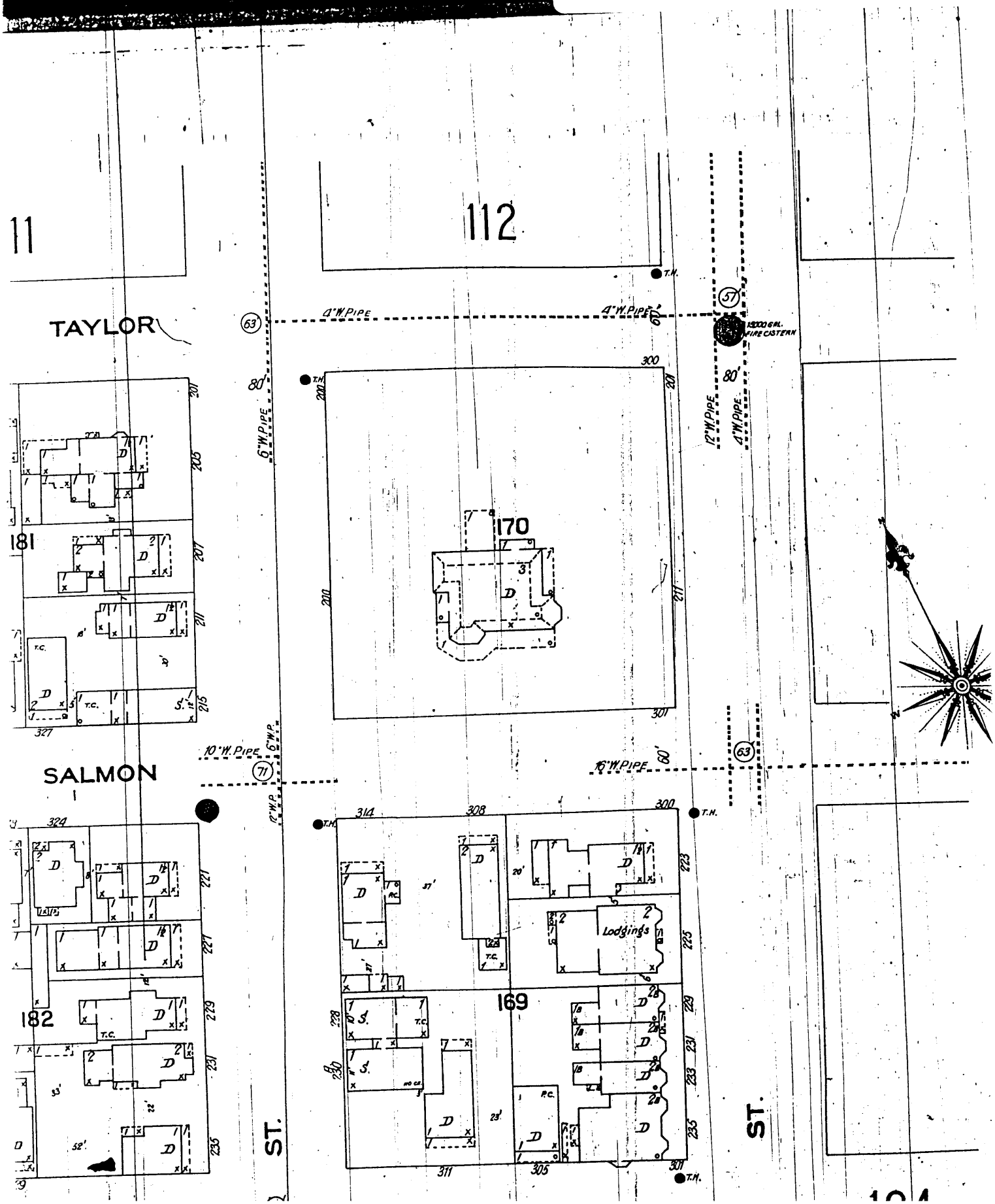
BLDG.
168
57
MADISON
S.W.
AMBASSADOR

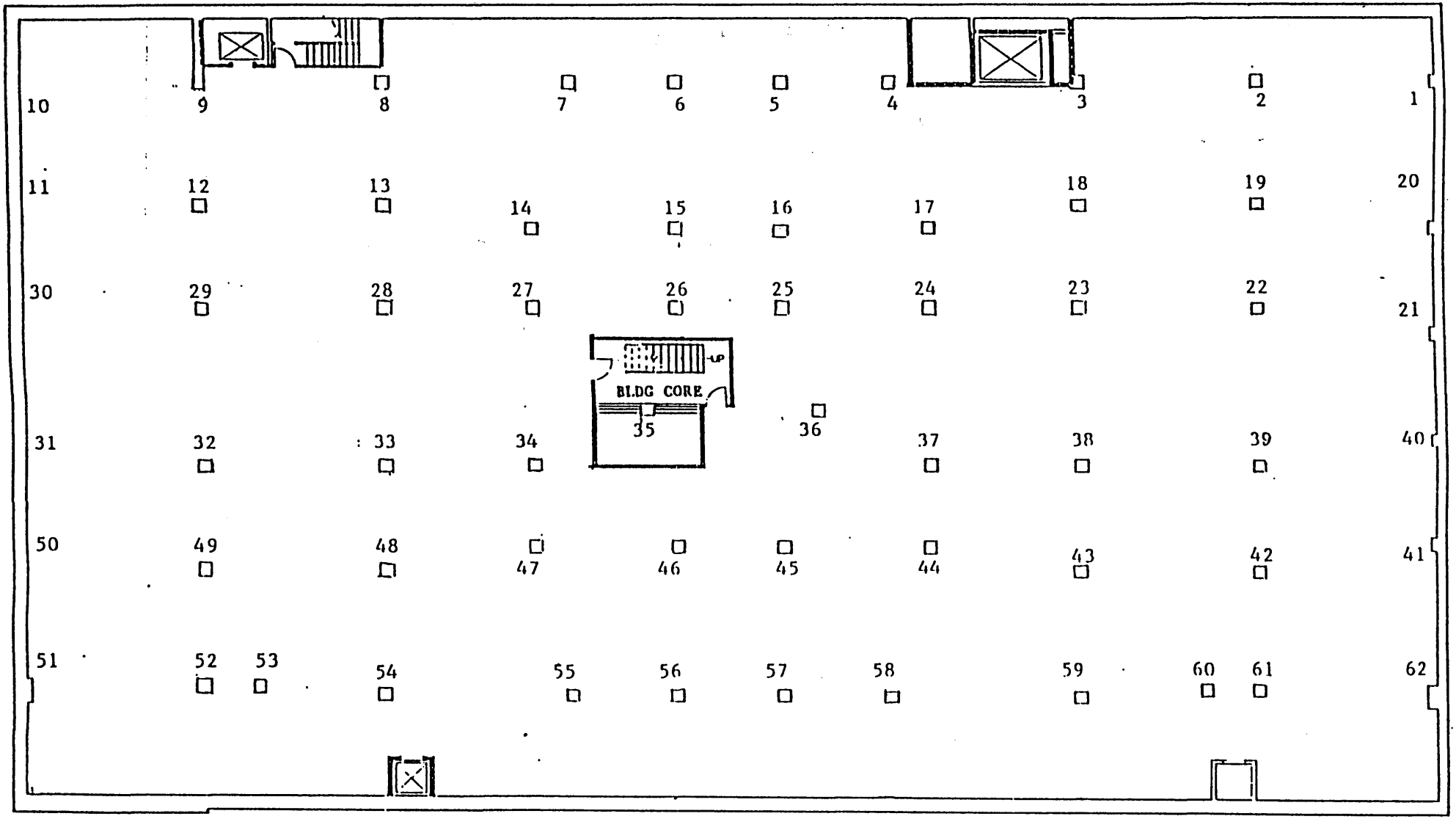

STREET
CISTERN CAP. 15000 GALLS
Sanborn - 1889
STREET
STREET
STREET
STREET
12" W. PIPE F. W. WKS.
182
181
180
170
169
59
58
JAIL
COUNTY COURT HO. & JAIL
CENTRAL STABLES
LIVERY & FEED
Boarding
FEMALE BOARDING
FEMALE BOARDING
Tenements
BACK OF TENEMENTS
Scale of Feet
0
50
100
150

Sanborn – 1901



Sanborn - 1908





SUB-BSMT PSB

PUBLIC SERVICE BUILDING
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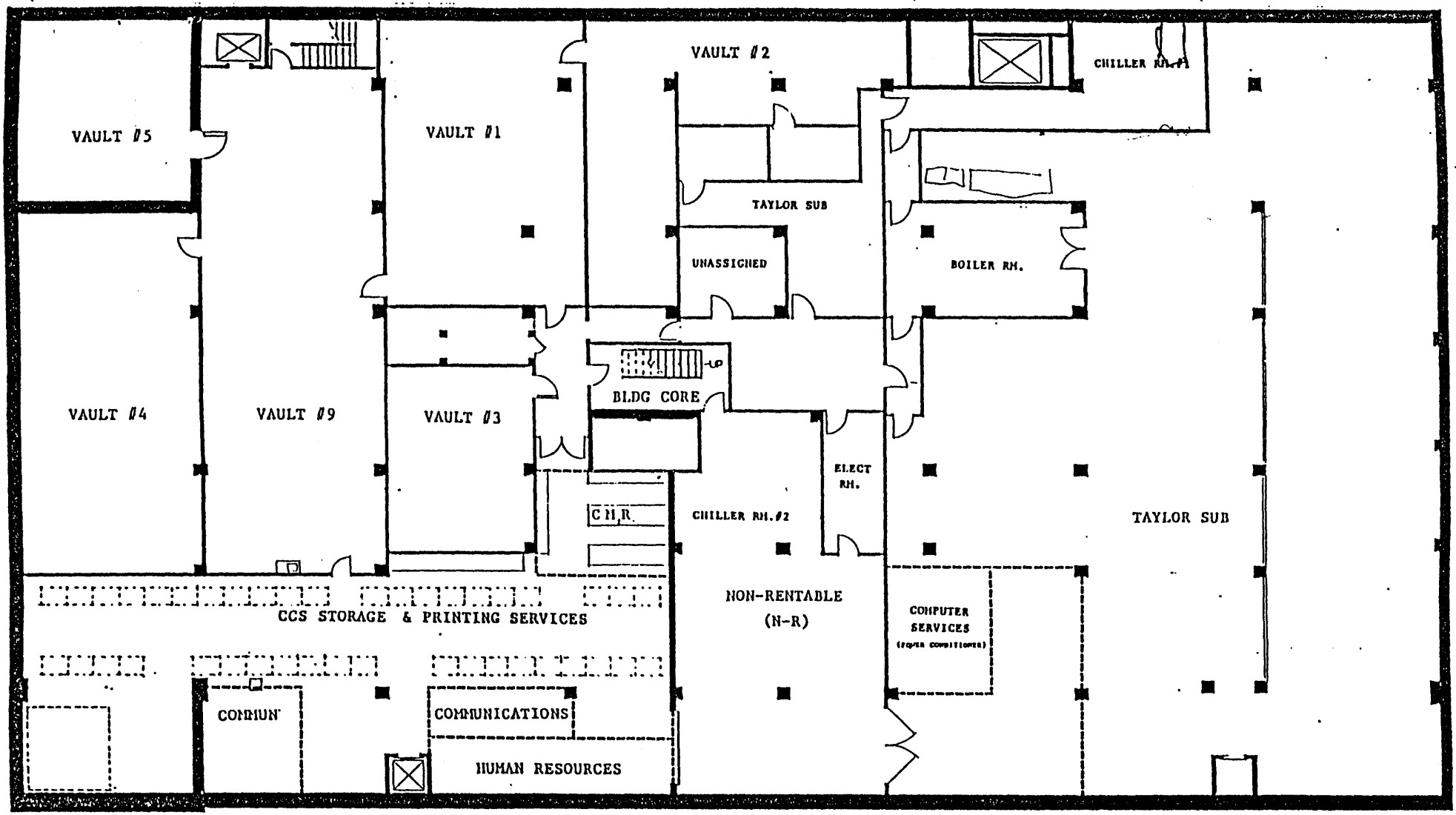
SCALE AND SIZE OF DRAWING MAY VARY
WITH NUMBER AND TYPE OF REPRODUCTION

SEPT.'91



	EMPLOYEES
EXIST	0

	AREA
PRINTING SERVICES	1,211
UNASSIGNED	188
COMPUTER SERVICES	270
RECORDS MGNT VAULTS #1&2	2,397
" " " 3	567
" " " 4	1,287
" " " 5	700
" " " 9	1,916
TAYLOR SUB	7,044
CCS STORAGE	1,043
CHILLER RM. #1	520
NON-RENTABLE (N-R)	3,447
COMMUNICATIONS	365
HUMAN RESOURCES	255
CHR	295
CORE	677
	22,182 SQ.FT

SUB-BSMT PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

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SCALE AND SIZE OF DRAWING MAY VARY
WITH NUMBER AND TYPE OF REPRODUCTION

NOV. 1993
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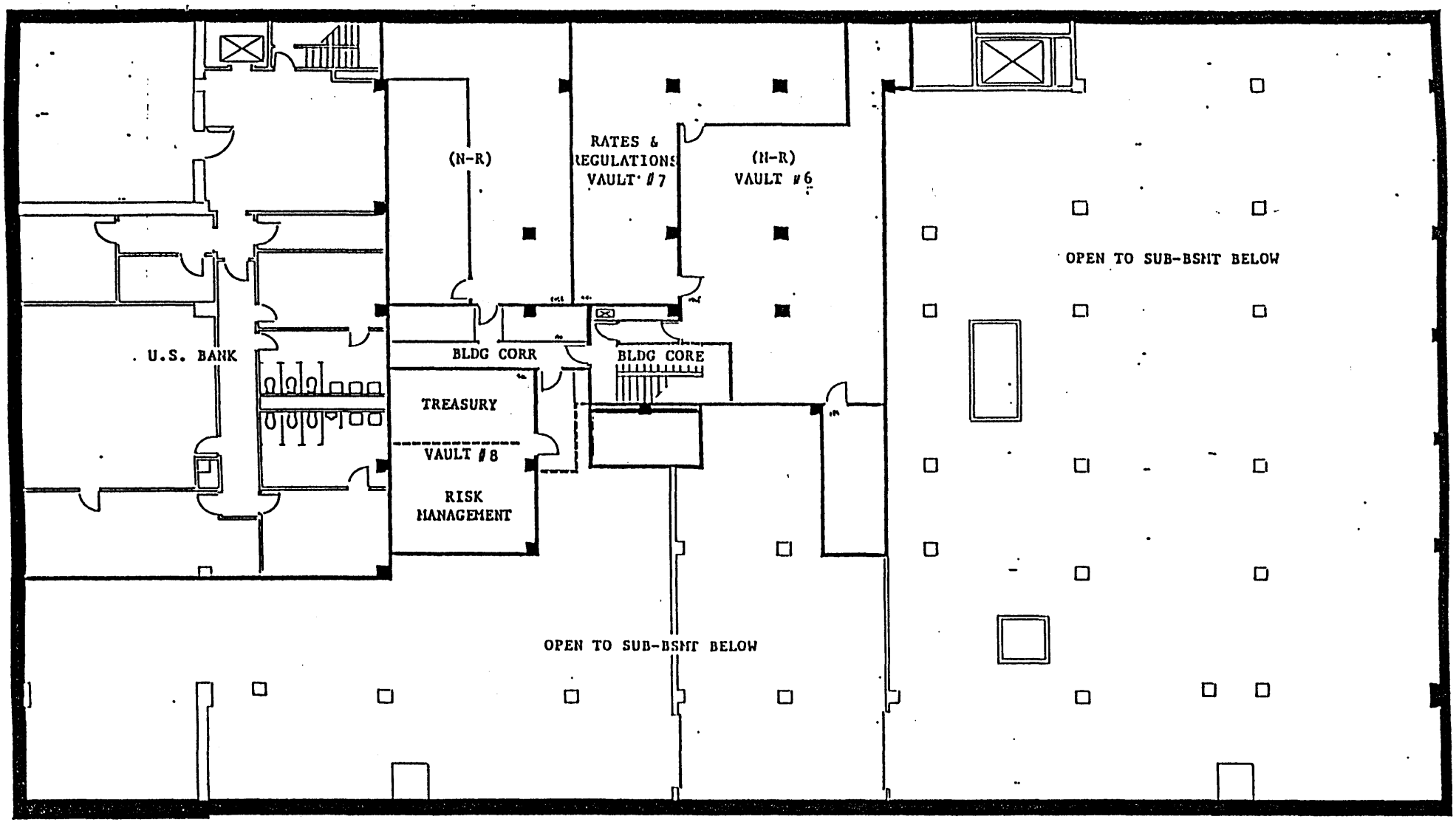

	EMPLOYEES
EXIST	0

	AREA
RATES & REGULATIONS	951
TREASURY VAULT	210
RISK MANAGEMENT	419
U.S. BANK	4,000
NON-RENTABLE (N-R)	2,584
BLDG CORE	708
BLDG CORR	368
	9,240 SQ.FT.

BSMT MEZZ PSB

PUBLIC SERVICE BUILDING
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SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

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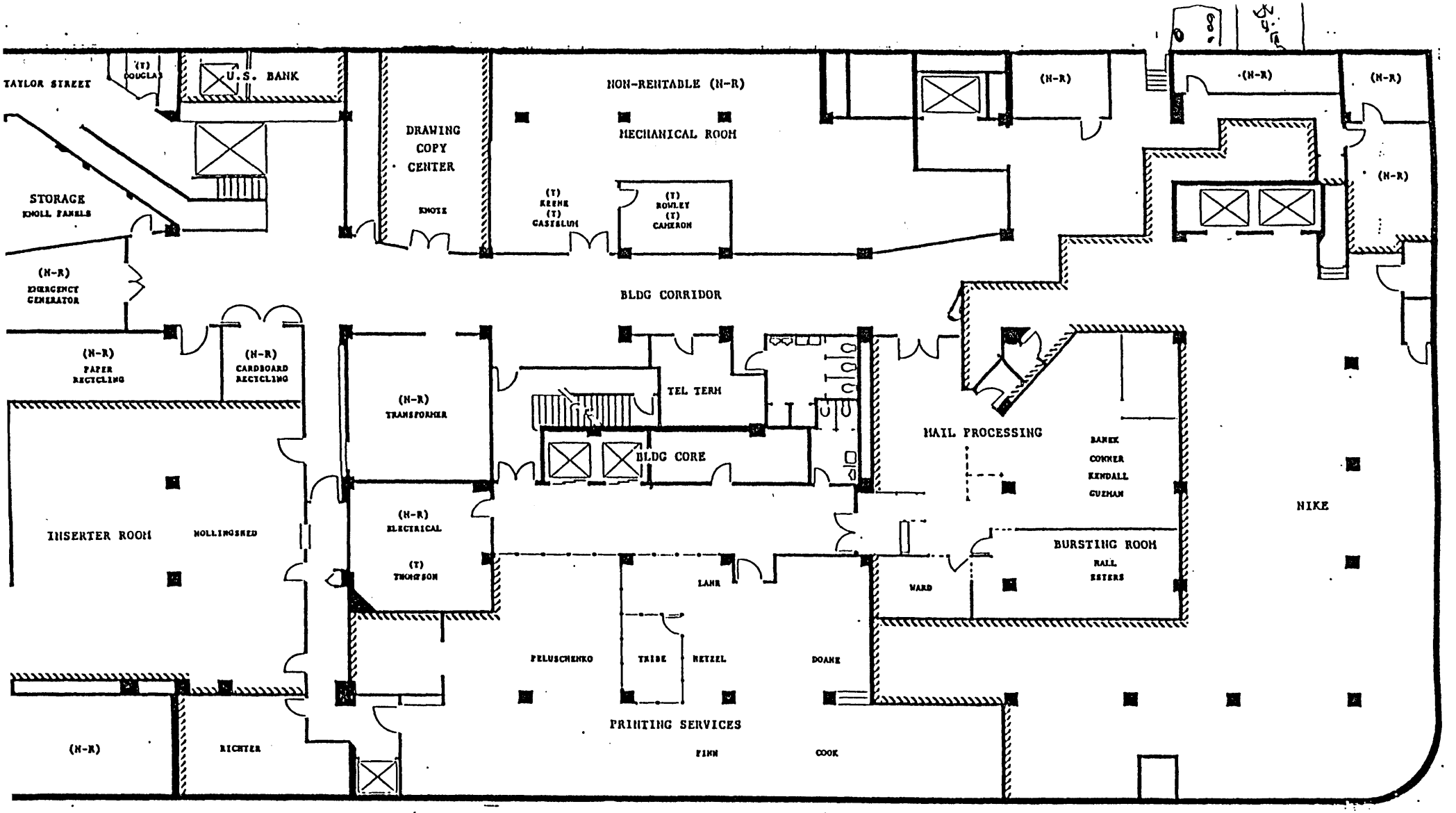

	AREA
MAIL PROCESSING	1,428
PRINTING SERVICES	3,588
BURSTING ROOM	403
DRAWING COPY CENTER	546
STORAGE	280
INSERTER ROOM	1,928
TEL TERMINAL	218
NIKE	5,000
U.S. BANK	173
NON-RENTABLE (N-R)	4,582
BLDG CORE	1,250
BLDG CORRIDOR	4,204
	23,600 SQ.FT.

EMPLOYEES	
EXIST	17
TEMP	6
	23

BSMT PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

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SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

NOV.1993

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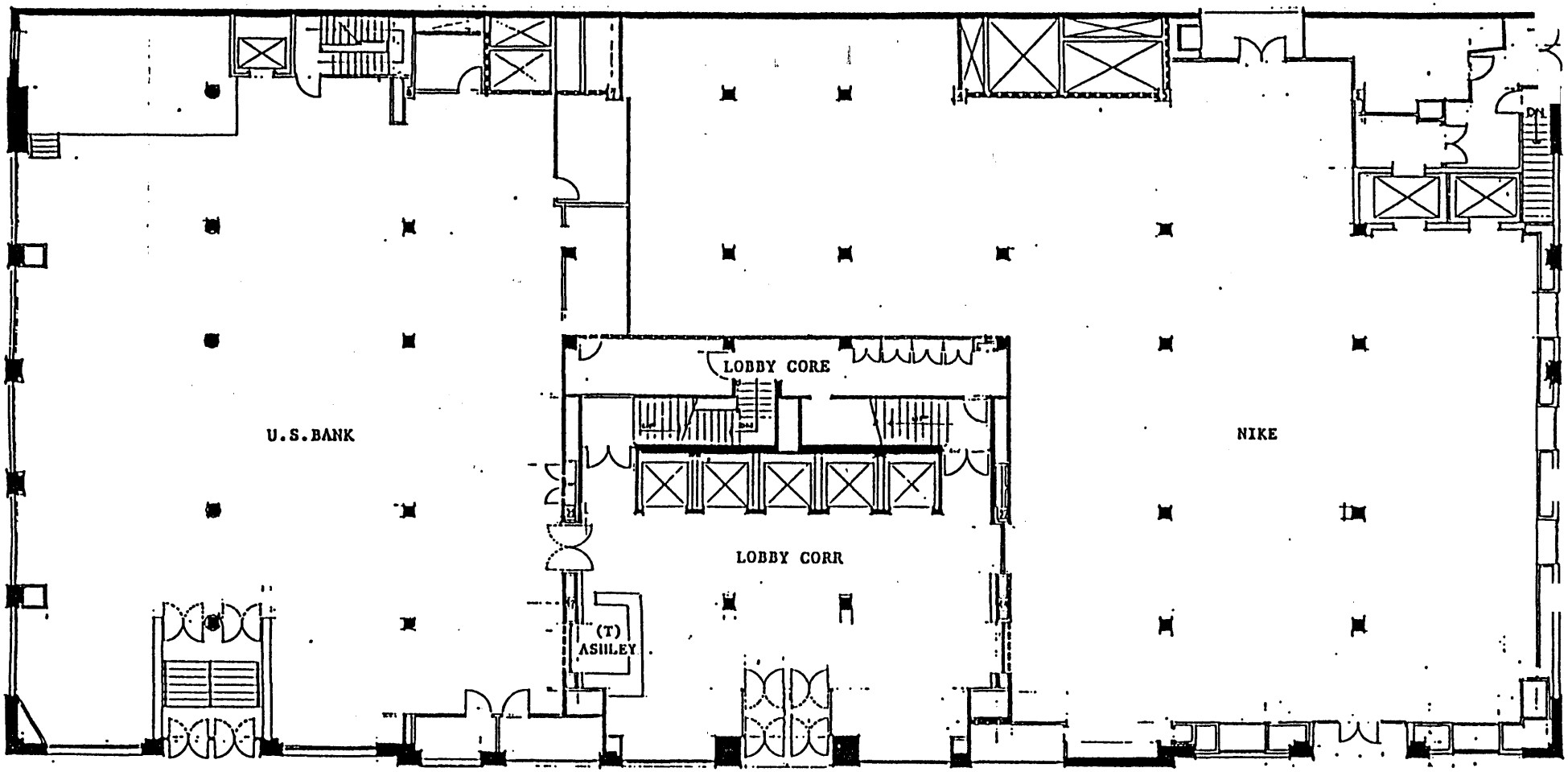

	EMPLOYEES
EXIST	0
TEMP	1

	AREA
U.S.BANK	7,250
NIKE	9,060
GENERAL	165
LOBBY CORE	1,062
LOBBY CORR	2,137
	19,674 SQ.FT.

1ST FLR PSB

PUBLIC SERVICE BUILDING
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N 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

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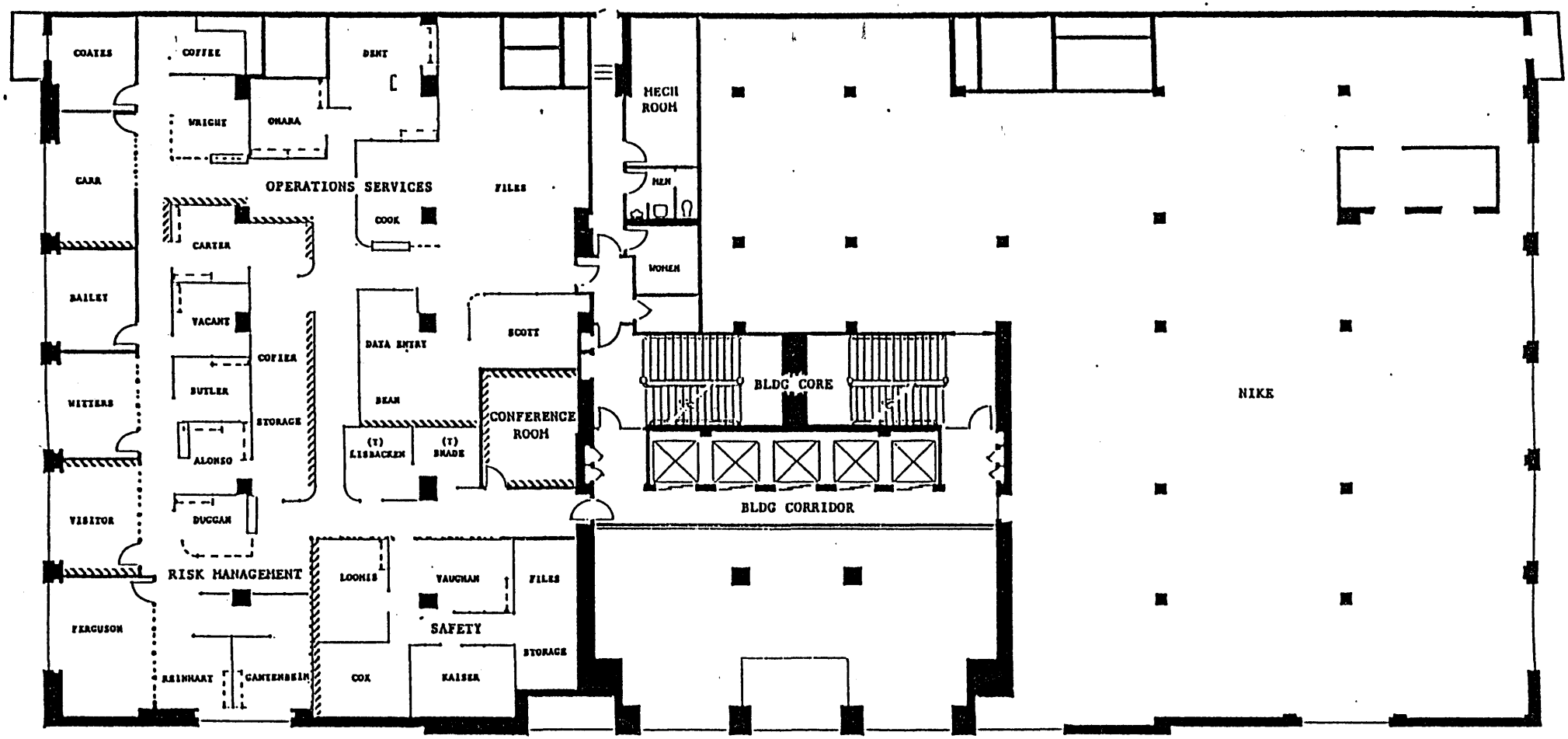

EMPLOYEES	
EXIST	22
TEMP	1
VACANT	2

6,448 SQ.FT. ÷ 25 = 258 SQ.FT./EMPL

	AREA	
RISK MANAGEMENT	2,450	6664
OPERATIONS SERVICES	2,986	
SAFETY	1,012	
CONFERENCE ROOM	220	
NIKE	9,060	
MECHANICAL ROOM	205	
BLDG CORE	1,135	
BLDG CORRIDOR	652	
	17,720 SQ.FT.	

MEZZ PSB

PUBLIC SERVICE BUILDING
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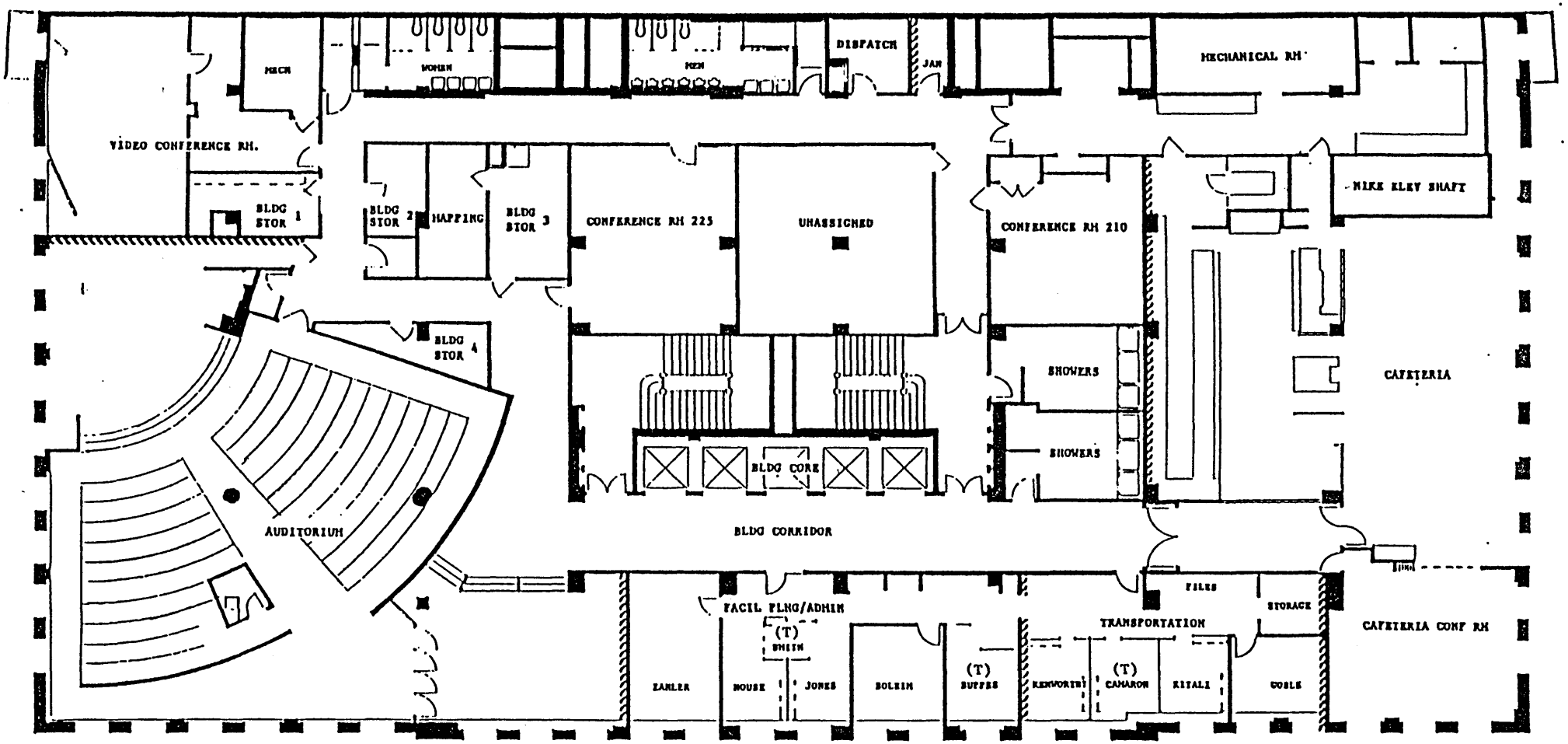

	EMPLOYEES
EXIST	7
TEMP	3
VACANT	0

2,069 SQ.FT. ÷ 10 = 207 SQ.FT./EMPL

	AREA
DISPATCHING	110
FACIL PLNG/ADMIN	1,142
TRANSPORTATION	917
VIDEO CONFERENCE RM.	828
SHOWERS	261
SHOWERS	262
CONFERENCE RM 210	425
MAPPING	198
CONFERENCE RM 225	611
AUDITORIUM	3,953
UNASSIGNED	667
NIKE ELEV SHAFT	176
CAFETERIA	3,340
CAFETERIA CONF RM	572
BLDG STORAGE 1,2,3 & 4	615
MECHANICAL RM	130
BLDG CORE	2,113
BLDG CORRIDOR	2,535

2 PSB

PUBLIC SERVICE BUILDING
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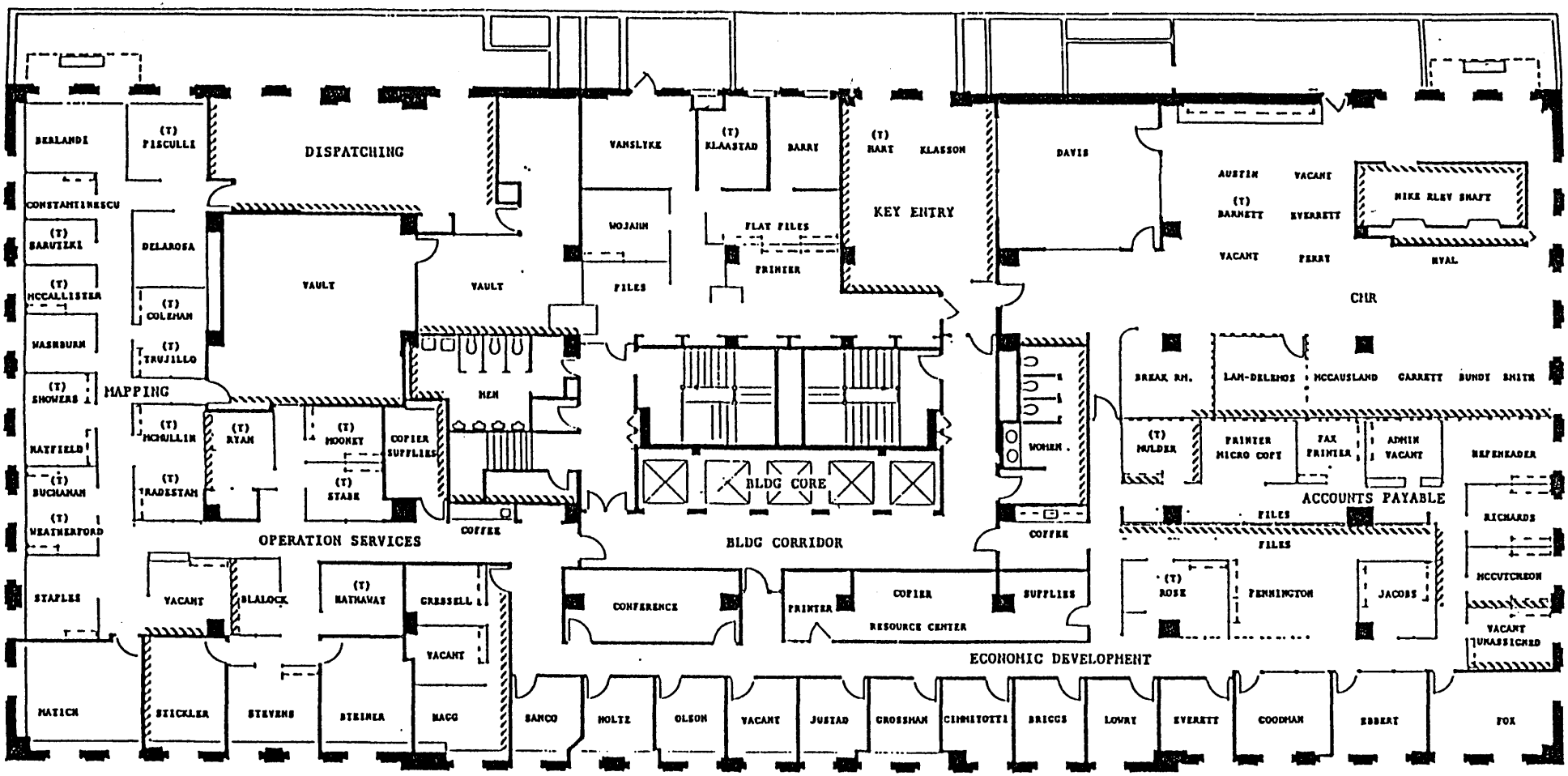


EMPLOYEES	
EXIST	44
TEMP	20
VACANT	5

12,680 SQ.FT. ÷ 69 = 184 SQ.FT./EMPL

	AREA
DISPATCHING	641
KEY ENTRY	586
ECONOMIC DEVELOPMENT	3,102
NIKE ELEV SHAFT	176
CMR	2,930
ACCOUNTS PAYABLE	894
UNASSIGNED	104
MAPPING	3,989
OPERATION SERVICES	1,485
BLDG CORE	2,241
BLDG CORRIDOR	830
	16,978 SQ.FT.

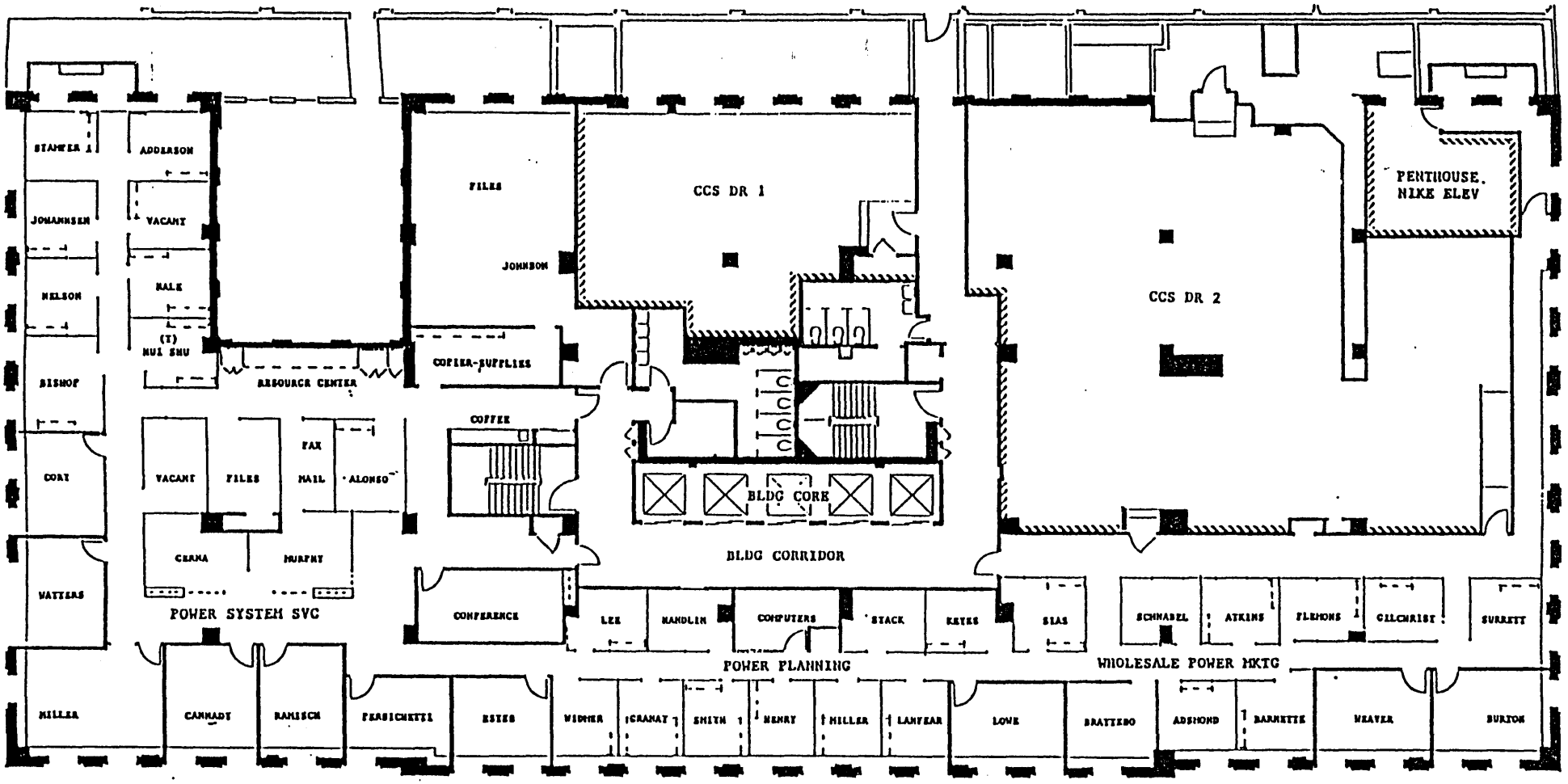
3 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

NOV.1993
SUPPES



	EMPLOYEES
EXIST	39
TEMP	1
VACANT	2

8,814 SQ.FT ÷ 42 = 210 SQ.FT./EMPL

	AREA
CCS DR 1&2	5,178
POWER PLANNING	2,644
WHOLESALE POWER MKTG	2,644
POWER SYSTEM SVC	3,526
PENTHOUSE NIKE ELEV	350
BLDG CORE	1,908
BLDG CORRIDOR	1,090
	17,340 SQ.FT.

4 PSB

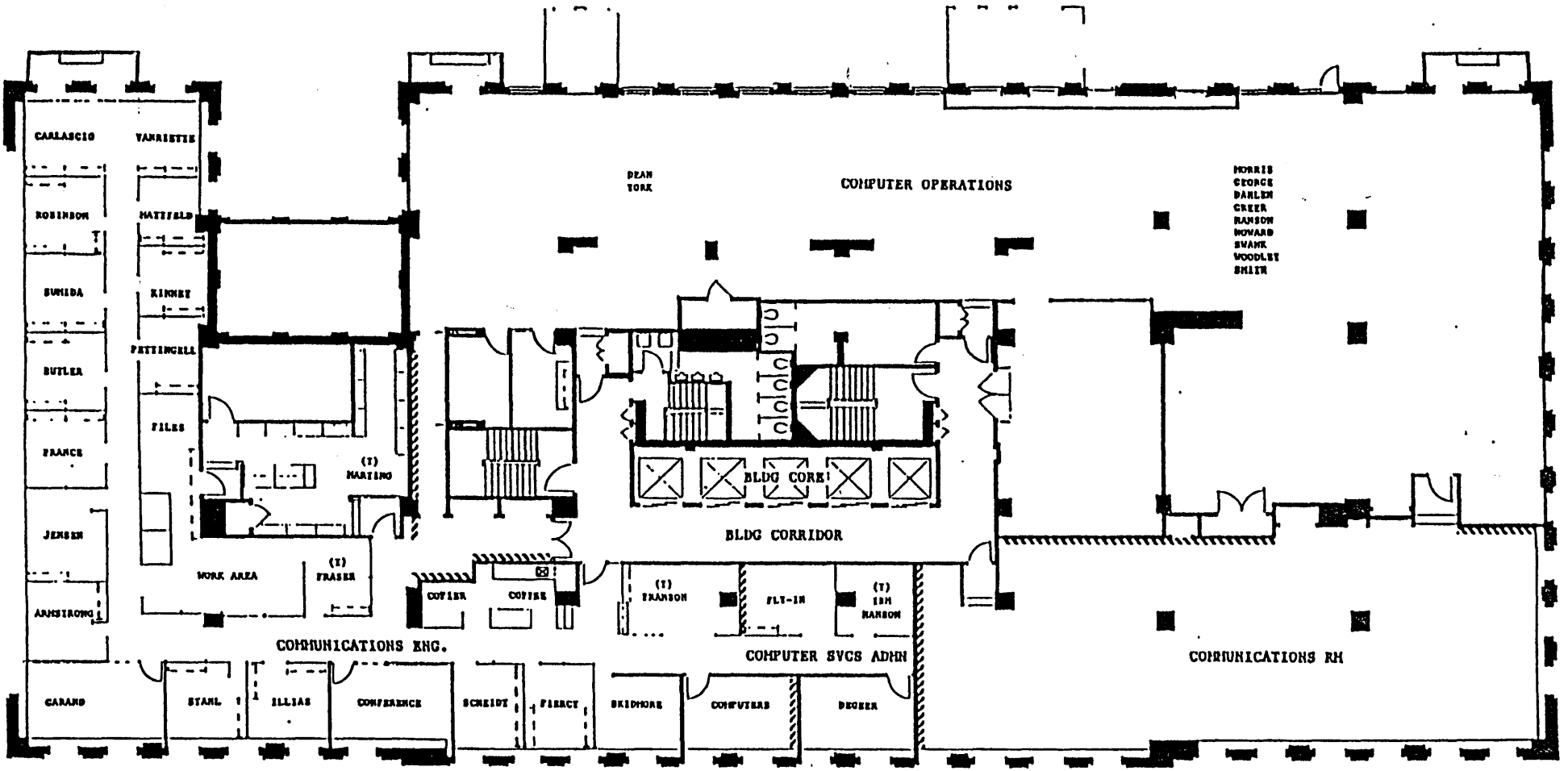
PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY
WITH NUMBER AND TYPE OF REPRODUCTION

NOV. 1993

SUPPES



	EMPLOYEE
EXIST	18
TEMP	4
FLY-IN	1
VACANT	0
4,688 SQ.FT. ÷	23 = 203 SQ.FT./EMPL
COMPUTER OPS	11

	AREA
COMPUTER OPERATIONS	7,300
COMPUTER SVCS ADMN	452
COMMUNICATIONS RM	2,288
COMMUNICATIONS ENG.	4,236
BLDG CORE	1,150
BLDG CORRIDOR	672
	16,098 SQ.FT.

5 PSB

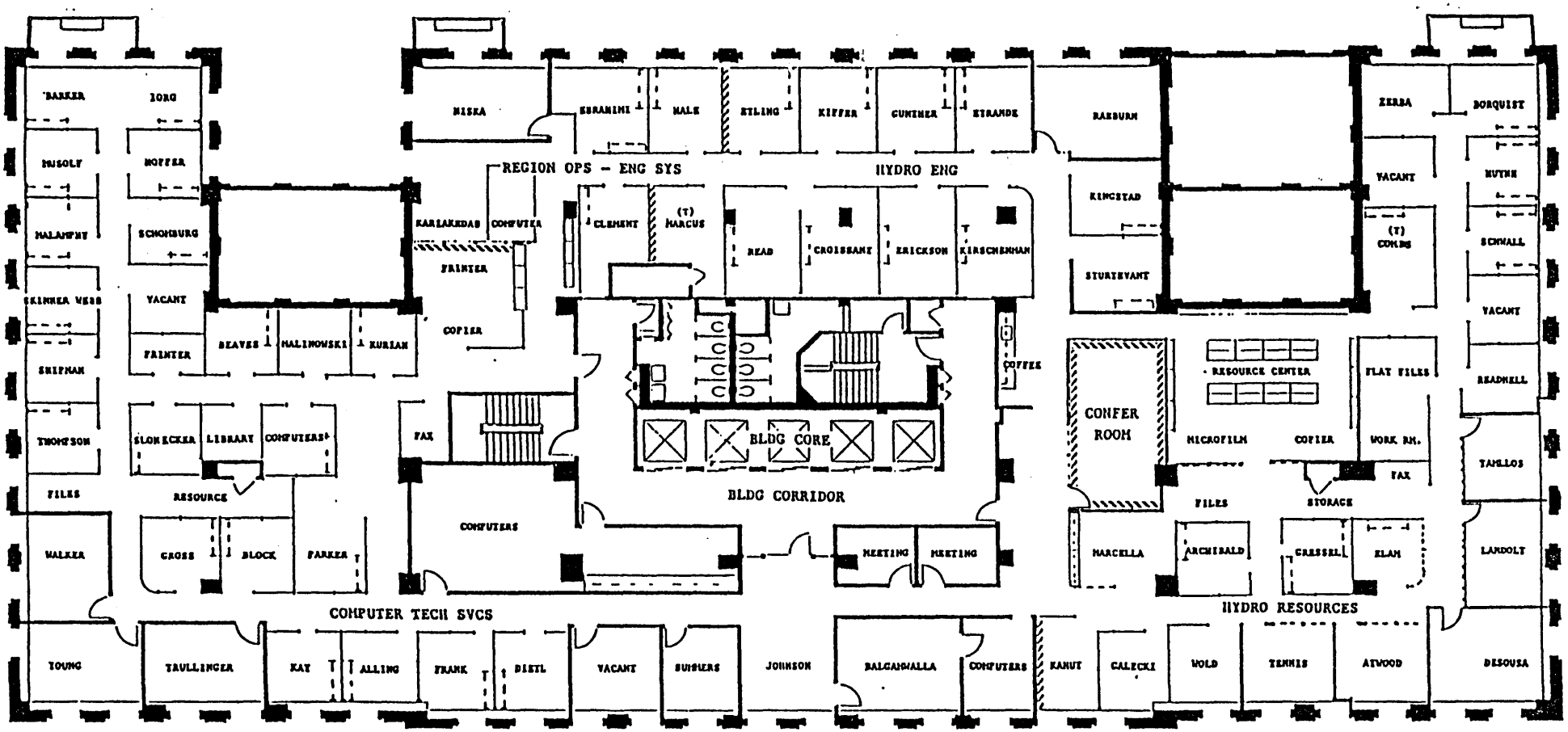
PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N ← 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

NOV. 1993

SUPPES



EMPLOYEES

EXIST	59
TEMP	2
VACANT	4

13,274 ÷ 65 = 204 SQ.FT./EMPL

AREA

REGION OPS - ENG SYS	880
COMPUTER TECH SVCS	6,111
CONFERENCE ROOM	247
HYDRO RESOURCES	3,106
HYDRO ENG	3,177
BLDG CORE	1,085
BLDG CORRIDOR	748
	15,354 SQ.FT.

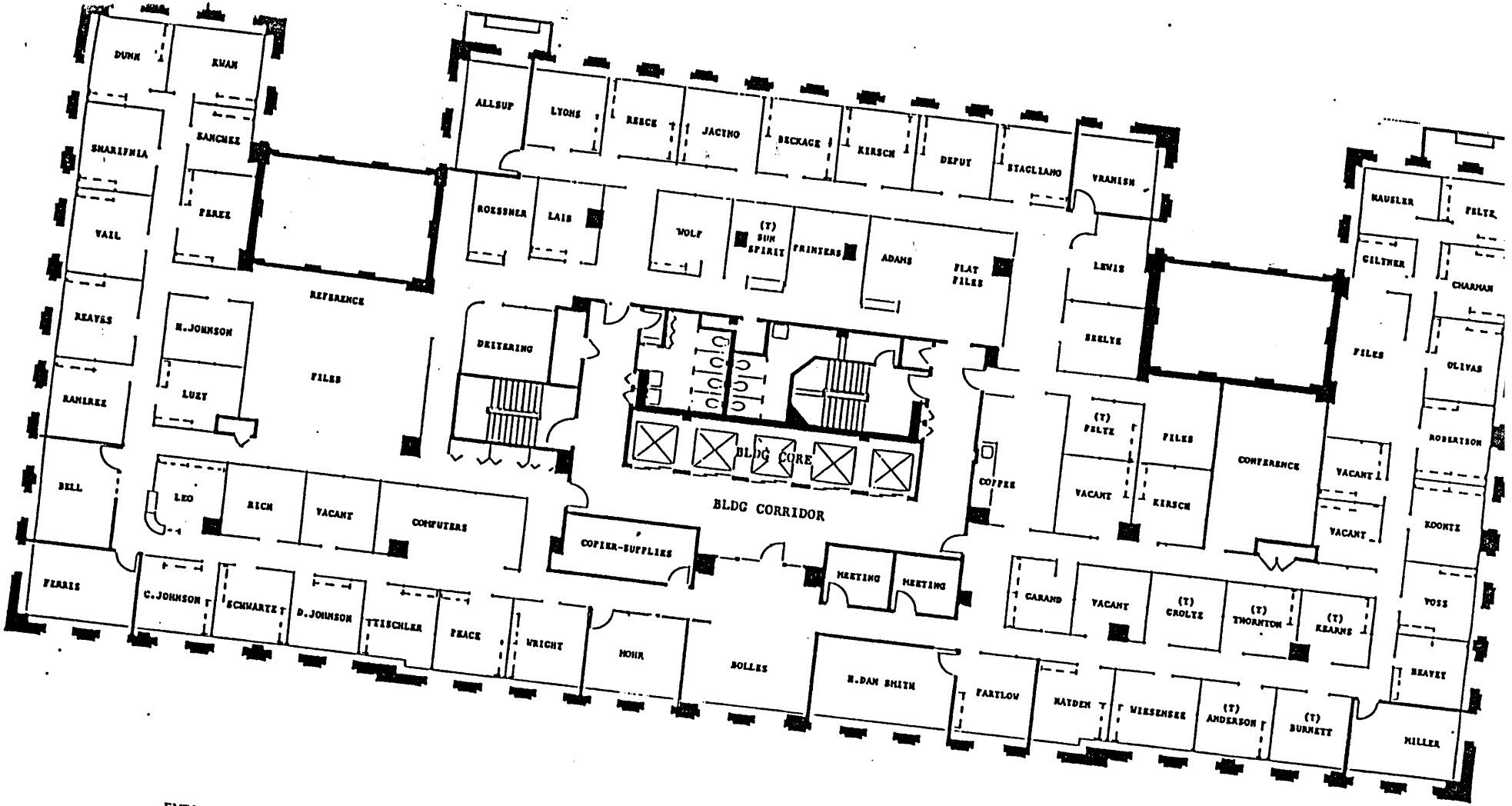
6 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY
WITH NUMBER AND TYPE OF REPRODUCTION

NOV. 1993
SUPES



EMPLOYEES	
EXIST	53
TEMP	7
VACANT	5

13,469 SQ.FT. ÷ 65 = 207 SQ.FT./EMPL

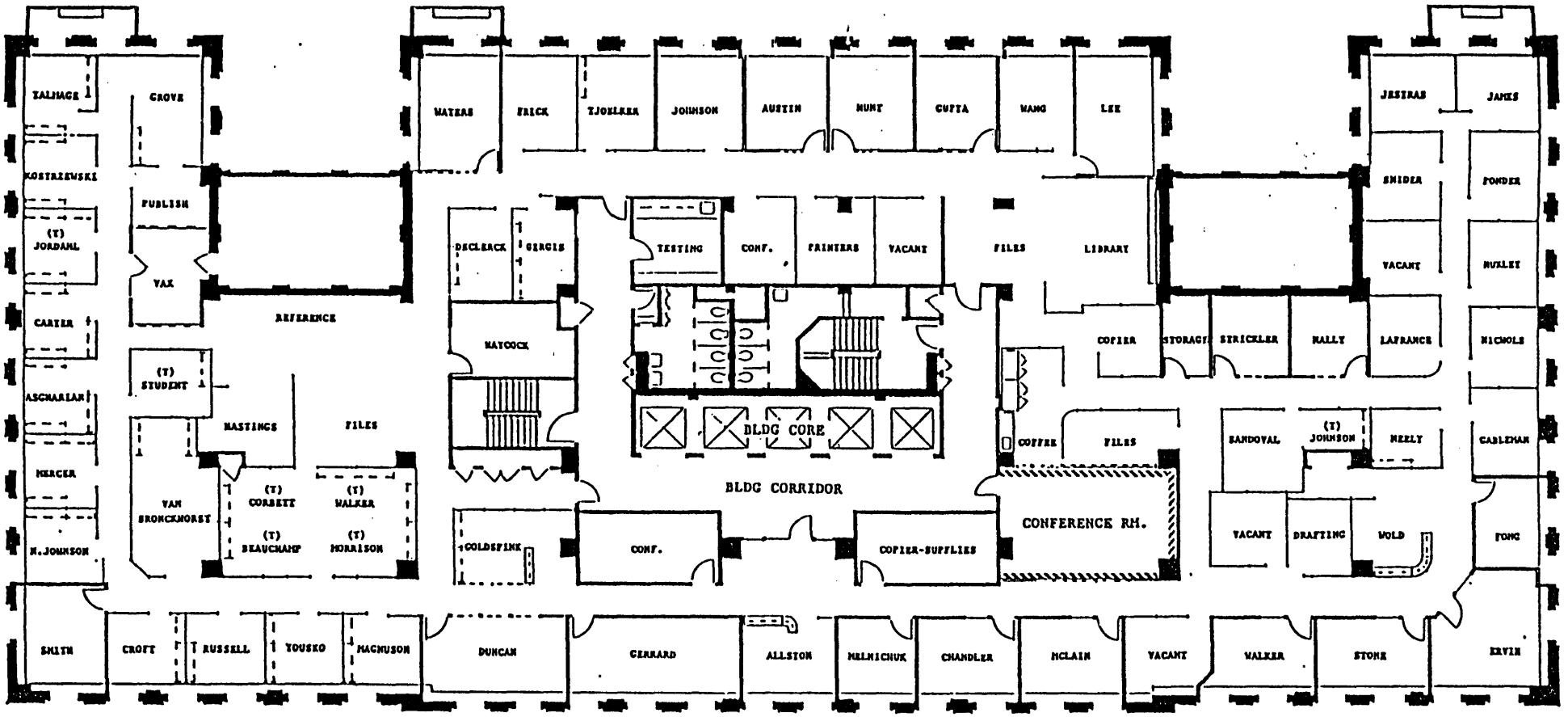
AREA	
ENGINEERING/PROJ. SV	13,469
BLDG CORE	1,125
BLDG CORRIDOR	760
	15,354 SQ.FT.

7 PSB PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

SCALE AND SIZE OF DRAWING MAY VARY WITH NUMBER AND TYPE OF REPRODUCTION

NOV.1993
SUPPES



EMPLOYEES	
EXIST	50
TEMP	7
VACANT	4
12,085 SQ.FT. ÷ 61 =	198 SQ.FT./EMPL
TOTAL	= 34

AREA	
ENGINEERING	12,085
CONFERENCE RM.	347
BLDG.CORE	1,085
BLDG CORRIDOR	837
	15,354 SQ.FT.

8 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

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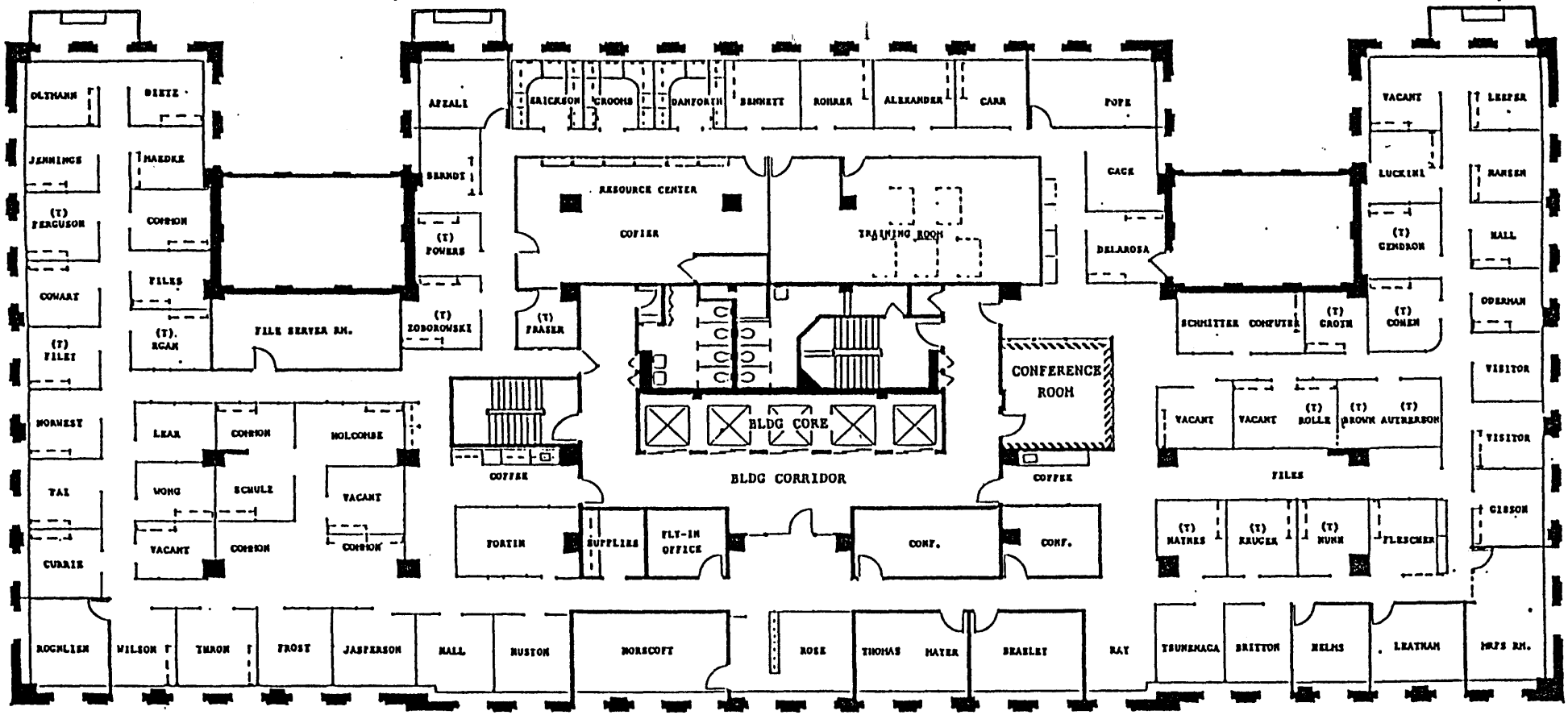
NOV. 1993

SUPPES



EMPLOYEES	
EXIST	54
TEMP	14
VACANT	5
FLY-IN	1
VISITOR	2

13,289 SQ.FT. ÷ 76 = 175 SQ.FT./EMPL

AREA	
INFORMATION MANAGEMENT	13,289
CONFERENCE ROOM	230
BLDG CORE	1,075
BLDG CORRIDOR	760
	15,354 SQ.FT.

9 PSB PUBLIC SERVICE BUILDING

920 SW 6 PORT. OR 97204

N 1"=20'-0"

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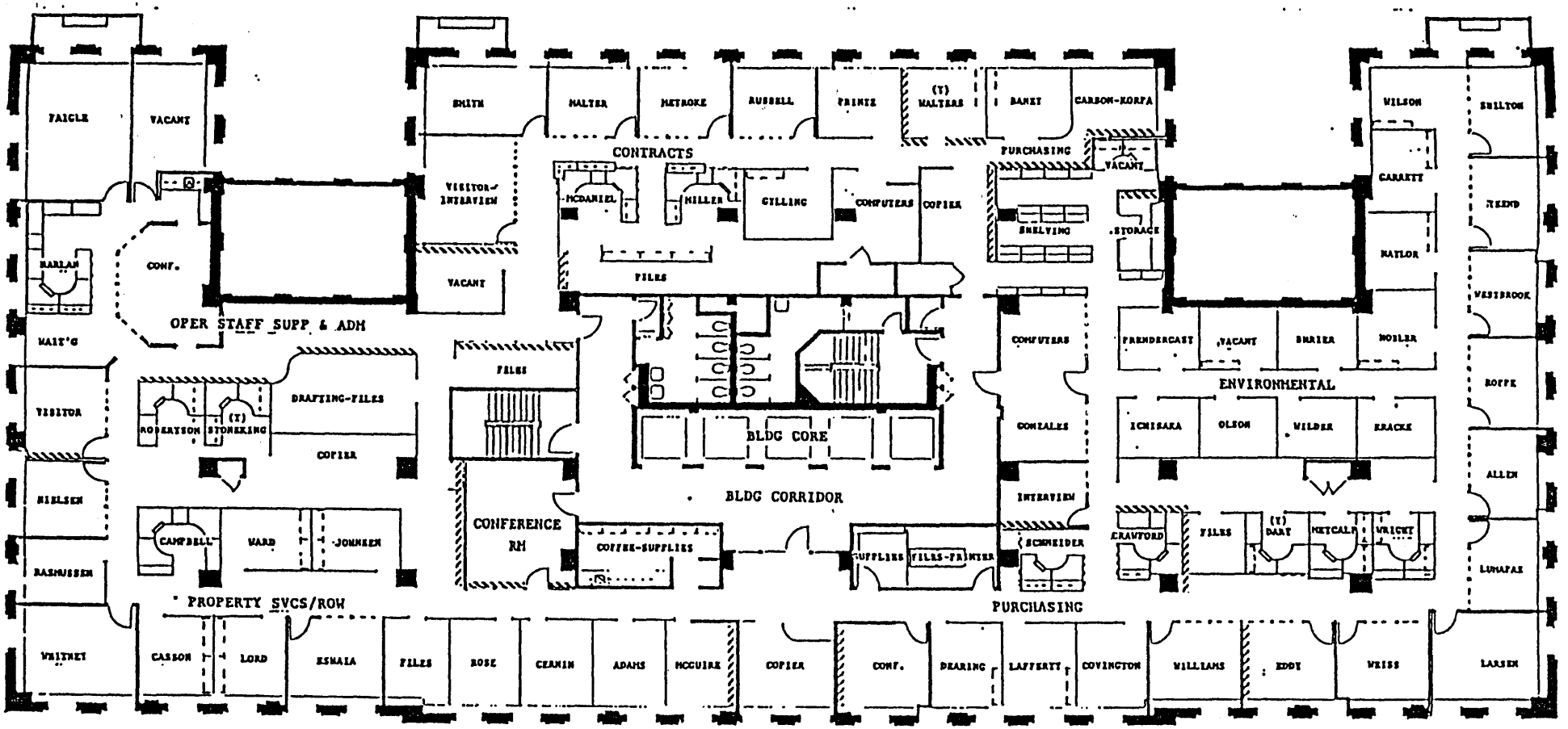
NOV. 1993

SUPPES



EMPLOYEES	
EXIST	54
TEMP	4
VACANT	3
VISITOR	2

13,264 SQ.FT. ÷ 63 = 210 SQ.FT./EMPL

	AREA
OPER STAFF SUPP & ADM	2,416
ENVIRONMENTAL	4,254
CONTRACTS	2,098
PROPERTY SVCS/ROW	2,910
PURCHASING	1,586
CONFERENCE RM	255
BLDG CORE	1,075
BLDG CORRIDOR	760
	15,354 SQ.FT.

10 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

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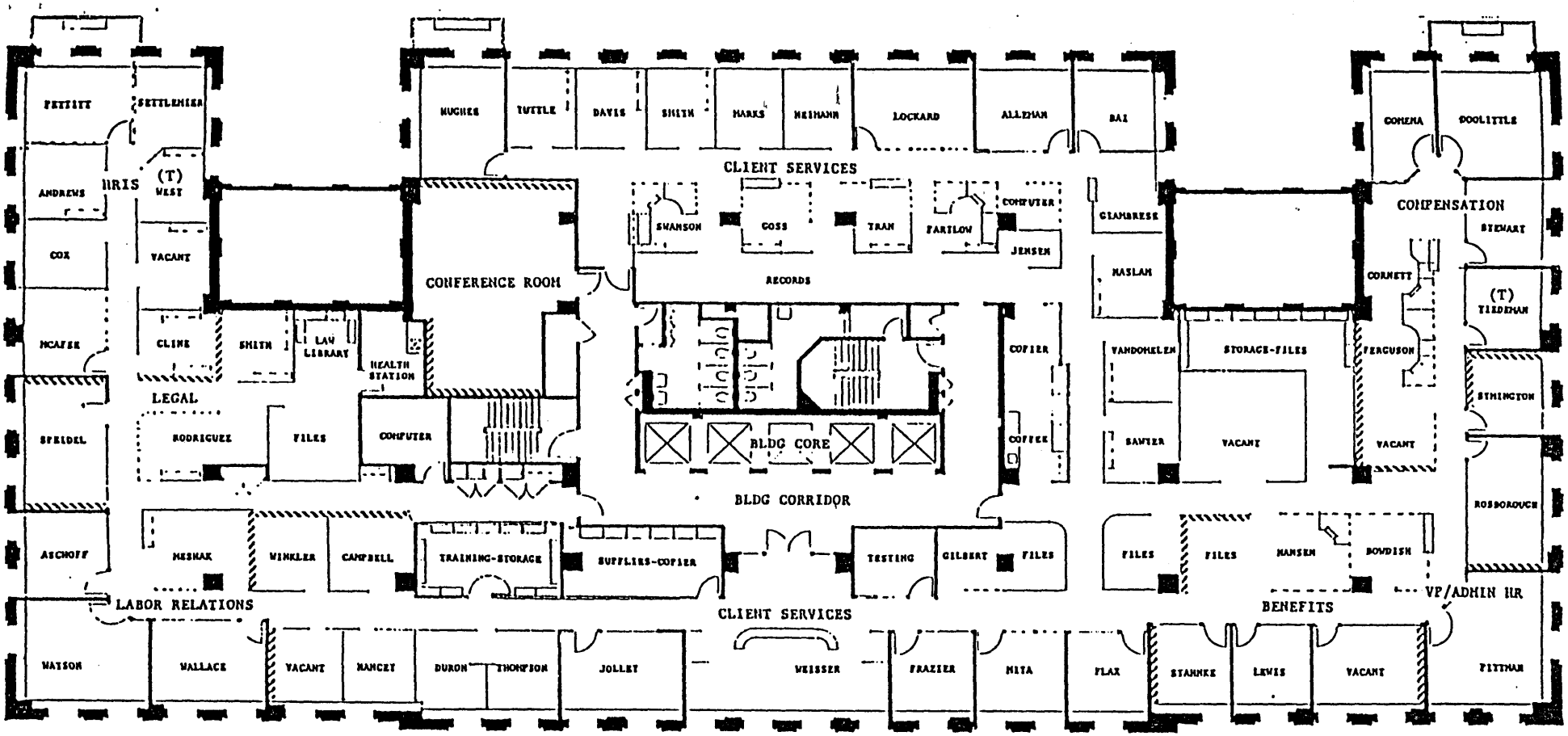
NOV. 1993

SUPPES



	EMPLOYEES
EXIST	55
TEMP	2
VACANT	3

12,935 SQ.FT. + 60 = 216 SQ.FT./EMPL

	AREA
CLIENT SERVICES	6,917
VP/ADMIN HR	550
LABOR RELATIONS	1,252
BENEFITS	1,328
CONFERENCE ROOM	549
HRIS	1,230
COMPENSATION	1,154
LEGAL	504
BLDG CORE	1,110
BLDG CORRIDOR	760
	15,354 SQ.FT.

11 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

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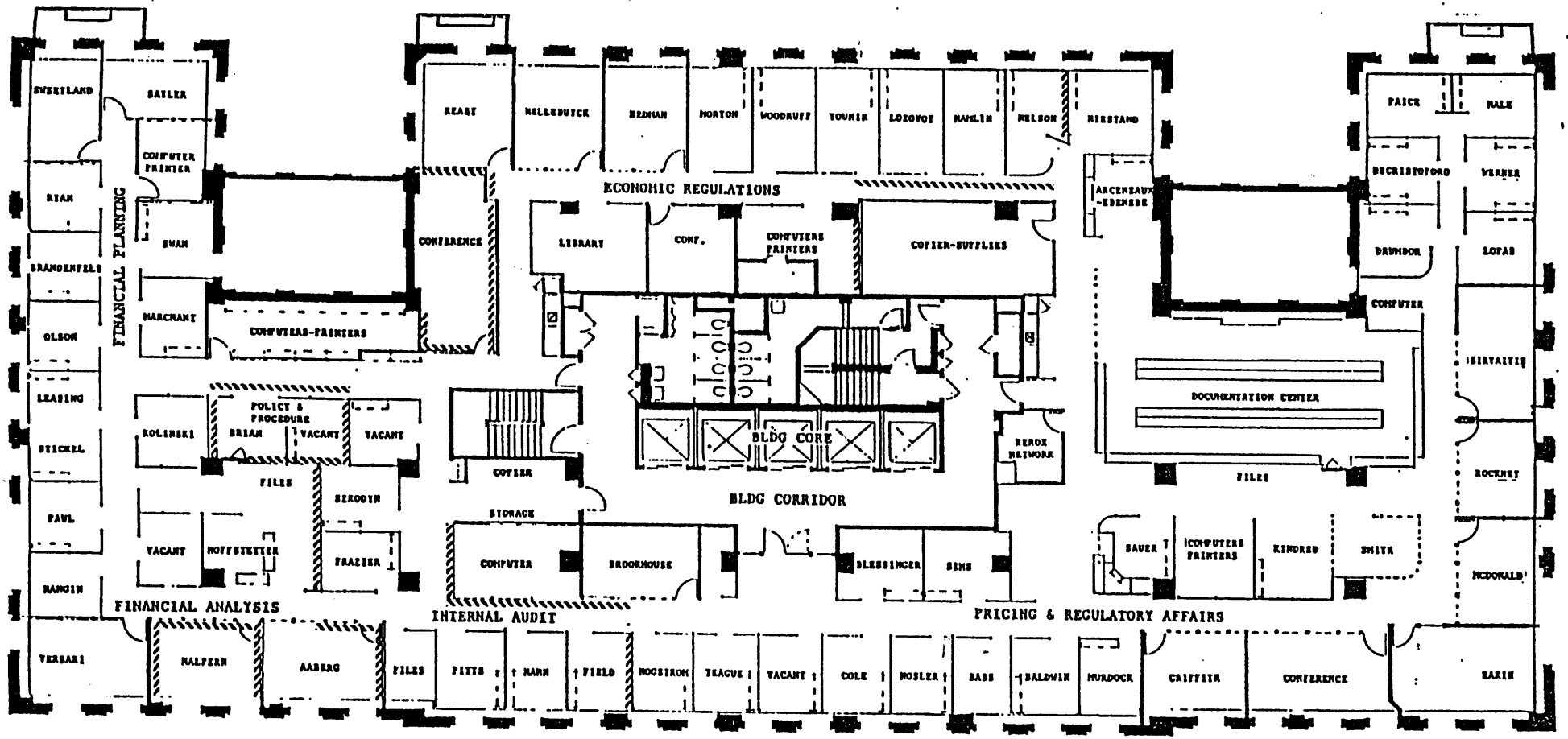
NOV. 1993

SUFFER



	EMPLOYEE
EXIST	56
TEMP	0
VACANT	4

13,189 SQ.FT. ÷ 60 = 220 SQ.FT./EMPL

	AREA
ECONOMIC REGULATION	2,320
INTERNAL AUDIT	1,263
FINANCIAL ANALYSIS	965
FINANCIAL PLANNING	1,685
POLICY & PROCEDURE	200
PRICING & REG AFFAIRS	6,756
CONFERENCE RM	200
BLDG CORE	1,205
BLDG CORR	760
	15,354 SQ.FT.

12 PSB

PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

N 1"=20'-0"

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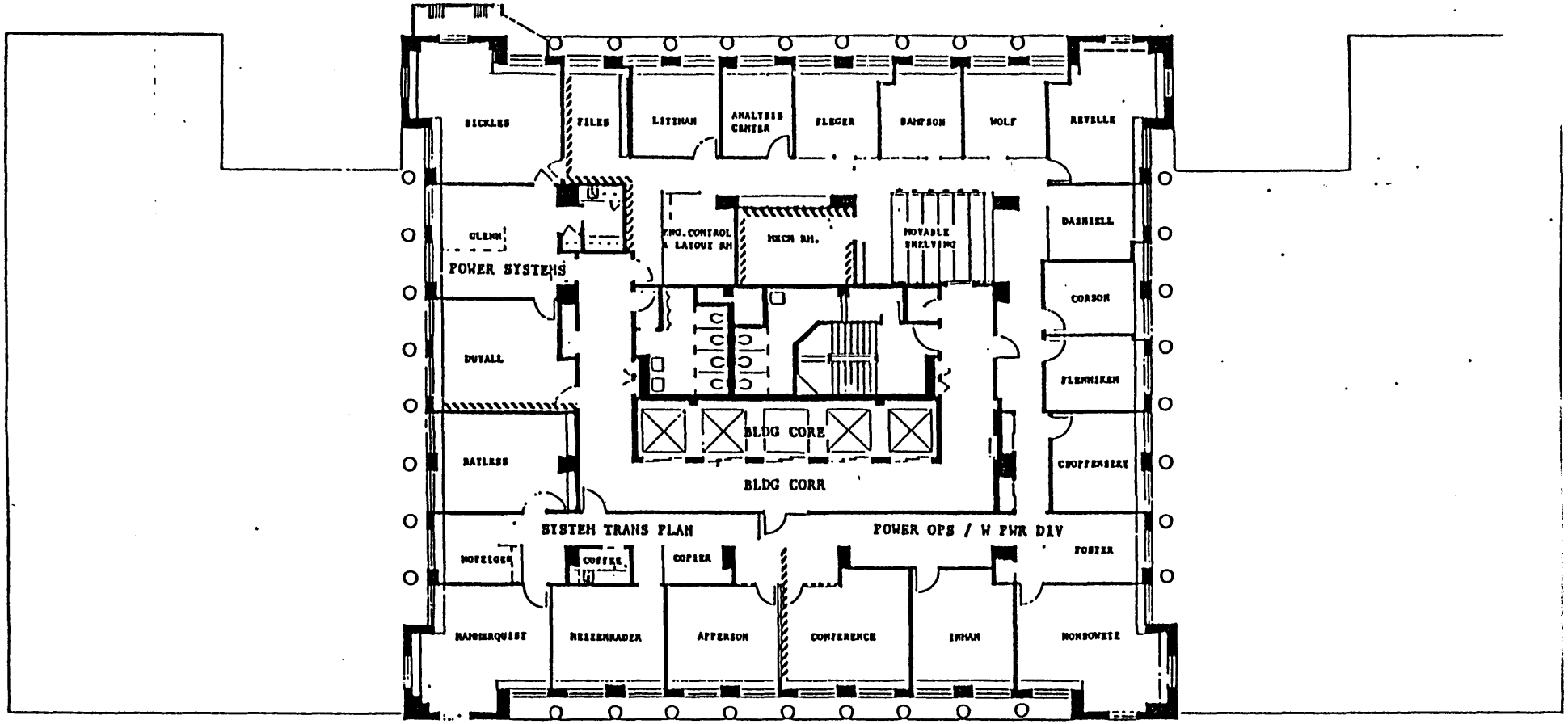
NOV. 1993
BUFFER



	EMPLOYEE
EXIST	20
TEMP	0
VACANT	0

5,768 SQ.FT. ÷ 20 = 288 SQ.FT./EMPl

	AREA
POWER SYSTEMS	931
POWER OPS	1,800
W PWR DIV	1,800
SYSTEM TRANS PLAN	1,237
MECHANICAL RM	150
BLDG CORE	940
BLDG CORR	725
	7,583 SQ.FT.

13 PSB

PUBLIC SERVICE BUILDING
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N 1"=20'-0"

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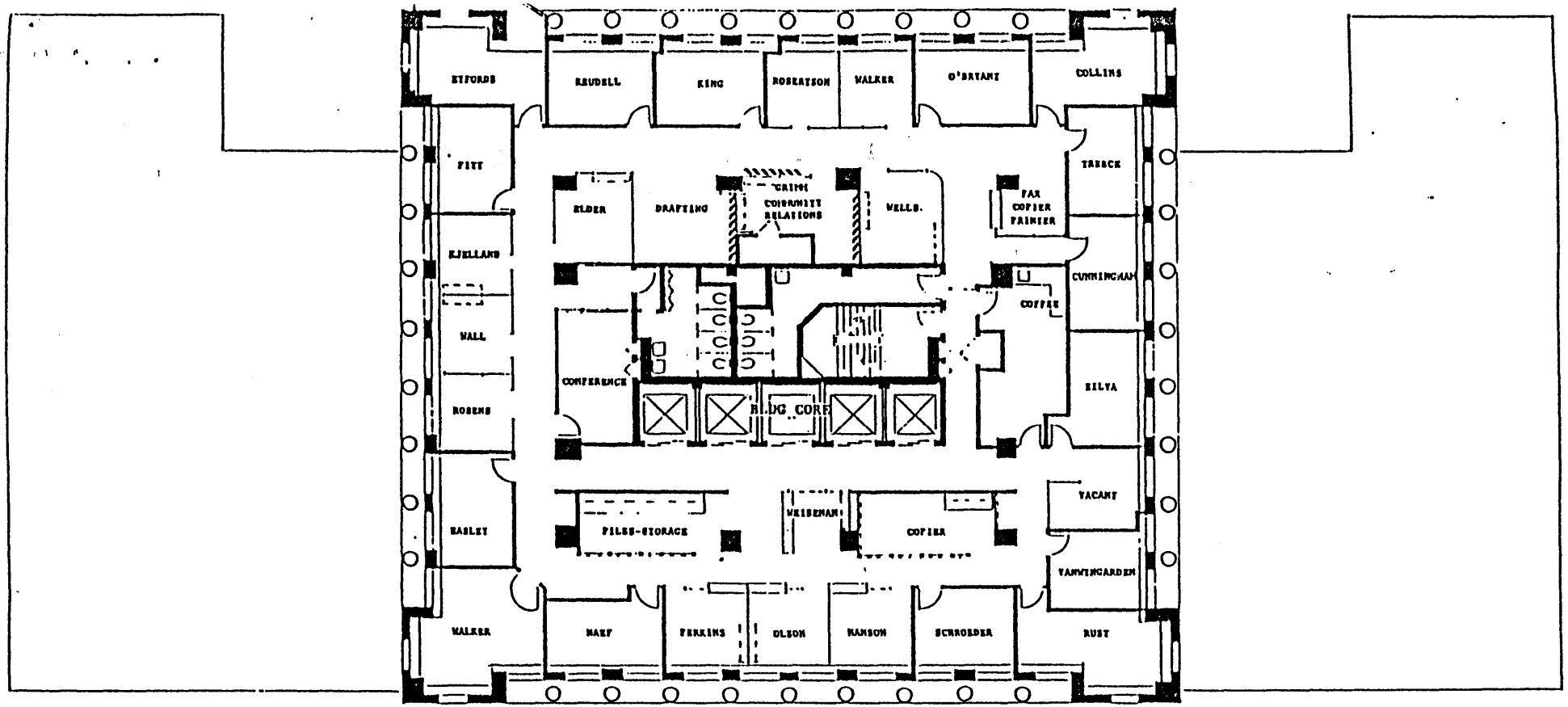
NOV. 1993

SUPERS



EMPLOYEES	
EXIST	27
TEMP	0
VACANT	1
6,643 SQ.FT.	÷ 28 = 237 SQ.FT./EMPL

AREA	
COMMUNITY RELATIONS	186
PACIFIC DIVISION	6,457
BLDG CORE	940
	7,583 SQ.FT.

14 PSB PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

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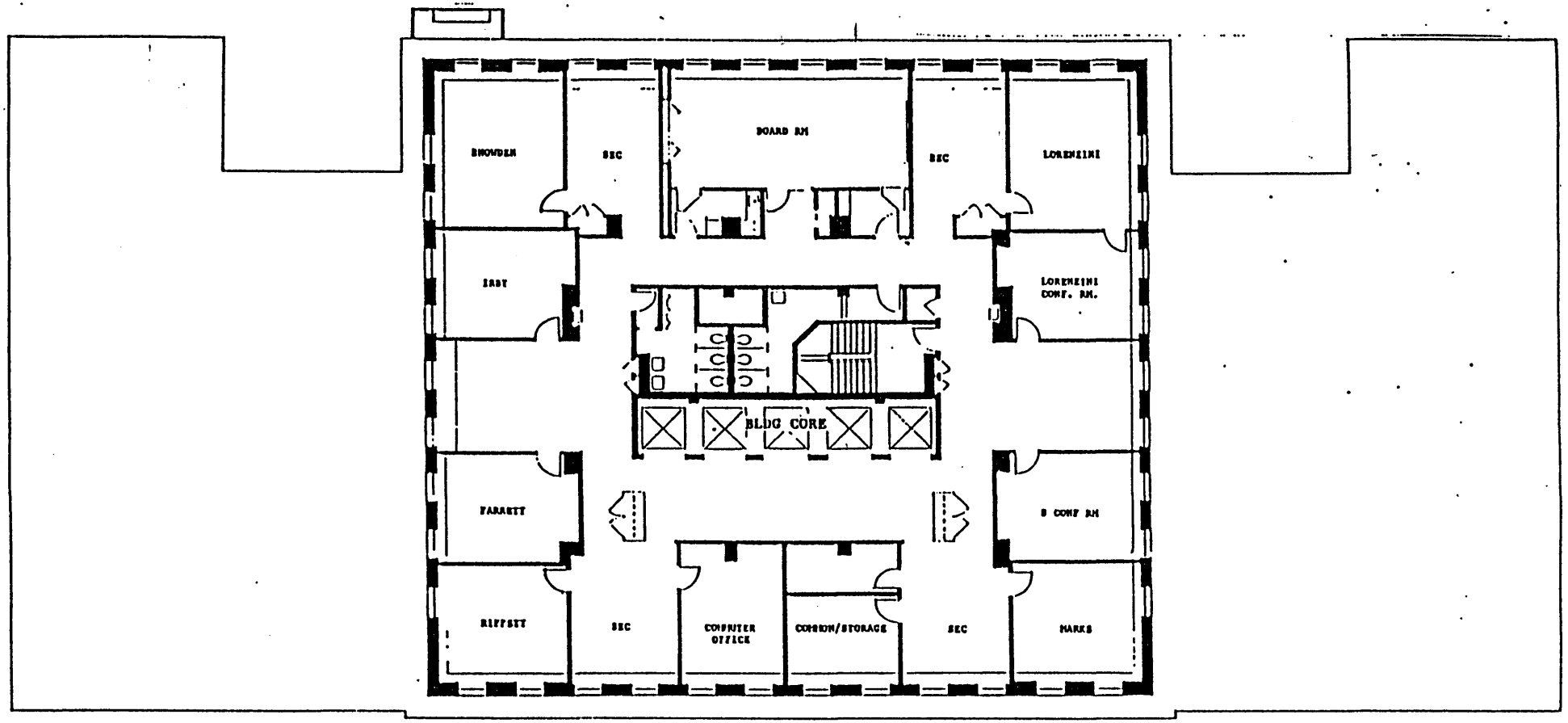
NOV. 1993

SUPPES



	EMPLOYEES
EXIST	10
TEMP	0
VACANT	0
COMMUTER	1

6431 SQ.FT. ÷ 11 = 585 SQ.FT./EMPL

	AREA
LORENZINI	930
SNOWDEN	630
MARKS	524
PARRETT	423
S CONF RM	423
IRBY	423
RIPPETT	524
COMMON/COMMUTER/STOR	2,554
BLDG CORE	940
	7,371 SQ.FT.

15 PSB PUBLIC SERVICE BUILDING
920 SW 6 PORT. OR 97204

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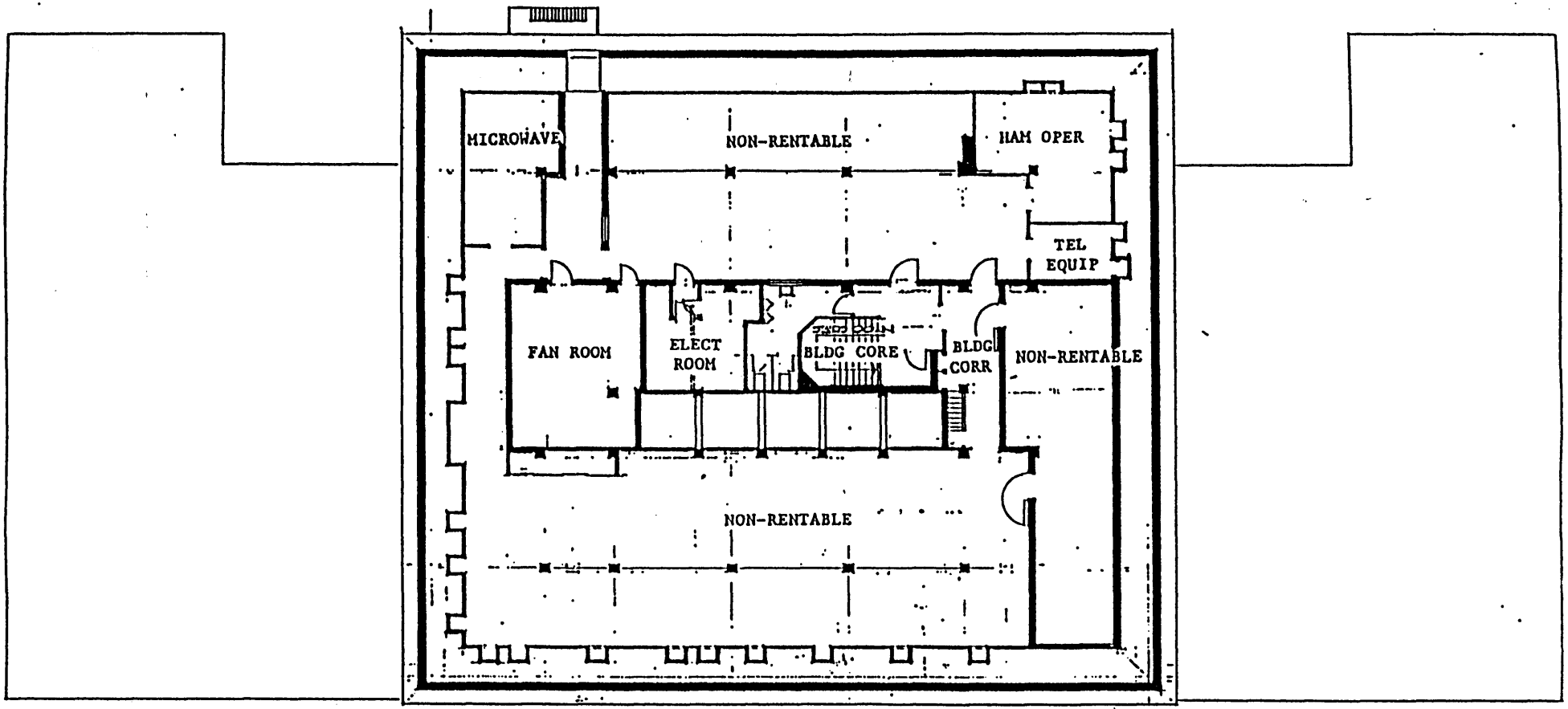
NOV. 1993

SUFFES



	EMPLOYEES
EXIST	0

	AREA
MICROWAVE ROOM	244
HAM OPER ROOM	267
TEL EQUIP	48
NON-RENTABLE (N-R)	4,149
FAN ROOM	381
ELECTRICAL ROOM	199
BLDG CORE	676
BLDG CORR	152
	6,116 SQ.FT.

16 PSB

PUBLIC SERVICE BUILDING
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NOV.1993

SUFFES